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341 • November 2001

Easyriders

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WEEKEND CONCEPTS
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PERSE PERFORMANCE
Pineapple Grips

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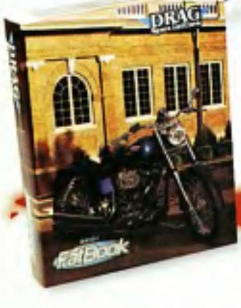
Cross Dressers 2-into-2 Exhaust System



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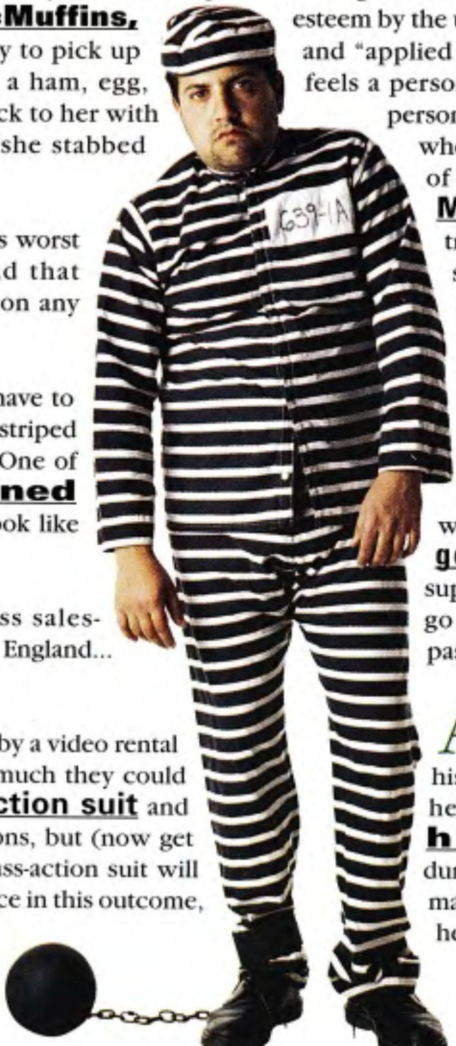
TakingItEasy

In the past we've mentioned strange "art" items that have fetched a pile of money and couldn't resist passing this latest along to all you budding artists out there. A piece of art titled "Untitled" went for $30,000. It was a **Styrofoam cup** of evaporated coffee stains, pinned to a piece of wood along with a ladybug. (Just what we need here down in our reception area.)

Our "Goof of the Month": This guy filed a federal lawsuit against his ex-employer, an insurance company, for firing him after an incident where he kept sheriff's deputies at bay for six hours while wielding a gun in a shopping center parking lot, threatening **to kill himself.** He said he had a mental illness, which the company was required to "accommodate" under federal law and that just because he wanted to kill himself didn't mean he didn't want to continue working for the company. (Sheesh!)

She was really pissed. She asked her boyfriend to bring her two McDonald's **Egg McMuffins,** but his mind wandered on the way to pick up the order and he mistakenly got a ham, egg, and cheese bagel. When he got back to her with the food, she was so upset that she stabbed him to death.



China is going through one of its worst droughts in history—so bad that soldiers have been **ordered to fire** on any clouds they see to bring rain.

At a jail in Florida, the inmates have to wear the new black and white striped uniforms on outside work details. One of the **inmates complained** about them, saying, "It makes us look like convicts." (No shit!)

Here's one to ponder. Topless saleswomen are legal in Liverpool, England... but only in **tropical fish stores.**

A guy was charged daily late fees by a video rental place (without realizing how much they could amount to). He joined a **class-action suit** and will get back a few discount coupons, but (now get this!) the lawyers who won the class-action suit will get $9.25 million. (I see some injustice in this outcome, don't you?)

Females everywhere are a lot smarter than we give them credit for. After observing 117 pairs of trout engaged in sex (quivering violently with their mouths open, followed by the supposed simultaneous release of egg and sperm), Swedish scientists found that males always released their sperm at the end but that (half the time) the females cheated, withholding their eggs. The researchers speculated that the female was **"faking orgasm"** as a mating strategy to preserve the eggs in case she ran into a more desirable male.

The Swedish Navy had to slash its military budget and consequently cut operations back from around-the-clock to 9 a.m. to 5 p.m. Monday through Friday. They have not yet decided whether to remain open on weekends. I guess it's out of the question for **any foreign attacks** to occur at any time other than the approved hours.

The Bush Administration canceled a Democrat $860,000 holdover program that teaches public housing tenants to reduce stress and improve their self-esteem by the use of colors, meditation, aromatherapy and "applied kinesiology" (in which a practitioner feels a person's glands to determine, which of 14 personality types that person is). The official who had approved the program is a priest of the International **Metaphysical Ministry** and the program's chief trainer. She said she was "shocked" that something so successful was being terminated. ($860,000 sounds like a mere pittance for such a mind-boggling endeavor.)

Have they no shame? Police in a retirement town in Arizona have been having problems lately with seniors having sex in public (on **golf courses** and lover's lanes). I suppose if you're retired and don't have to go to work every day, that's as good a pastime as any other.

A former manager of a fast food place was arrested for allegedly robbing his own store. According to the police, he couldn't resist **identifying himself** to a former colleague during the heist, so he briefly lifted his ski mask and said, "It's me, Tim." (You can tell he's not a pro.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 341 • NOVEMBER 2001

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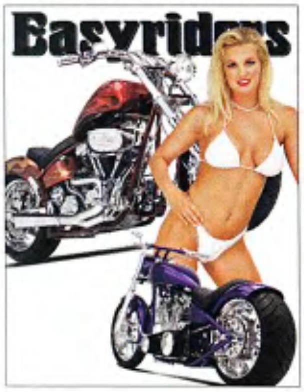

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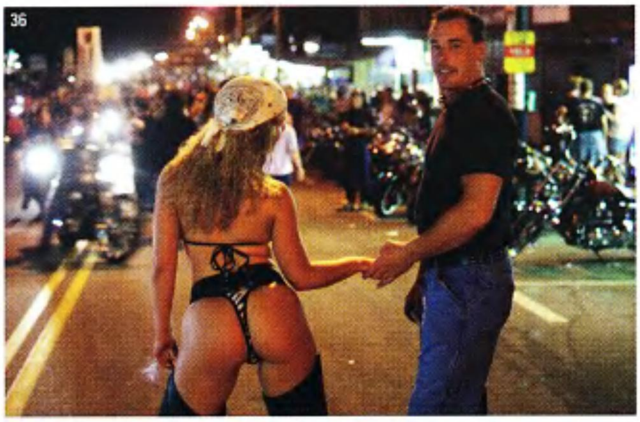

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Denver's Choppers Performance model, Performance Machine's Phat Bike, and the lovely Erin were all shot by John Wycoff. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale October 30th, 2001. **Printed in the USA.**

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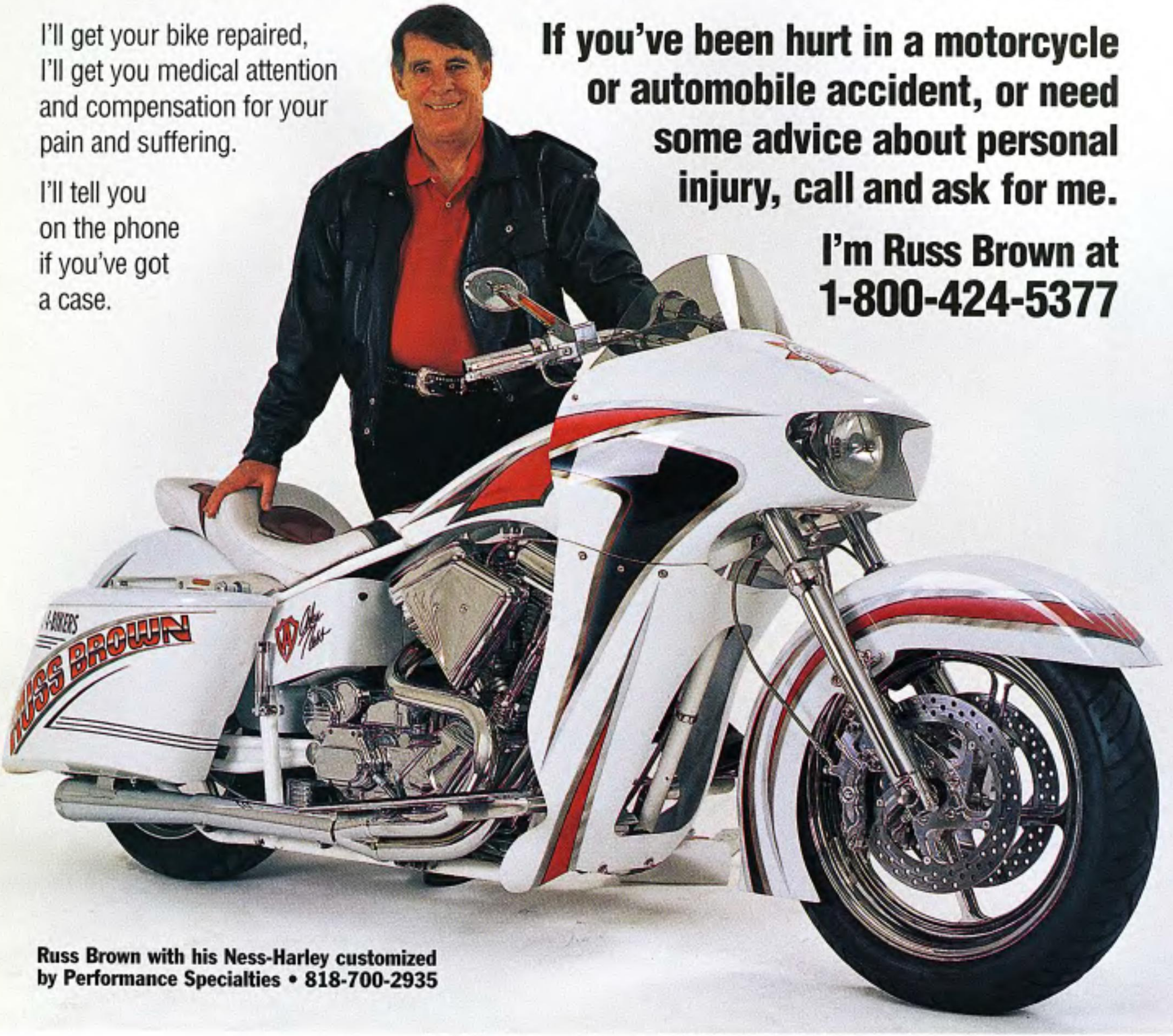

Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935

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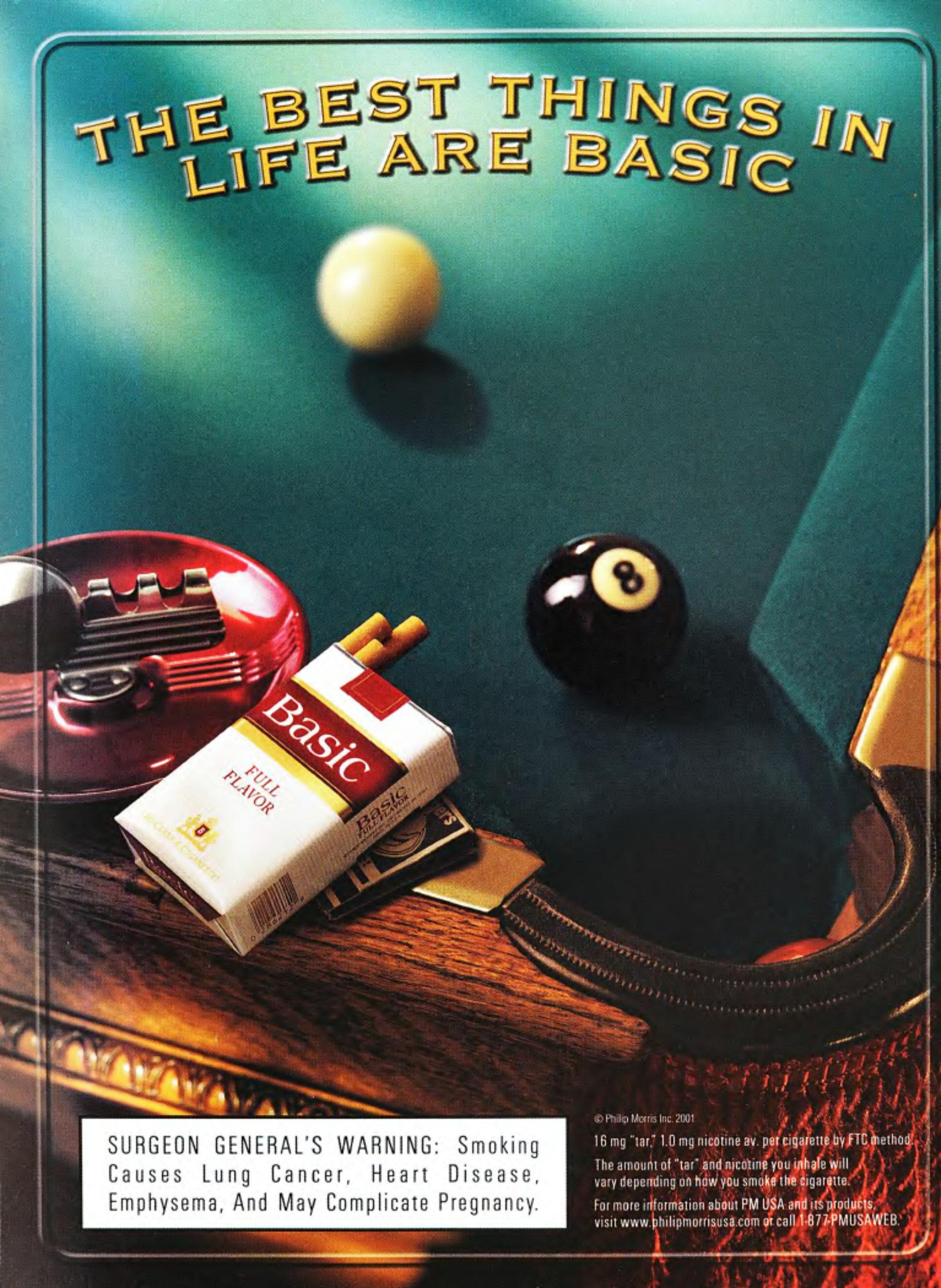

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WordMonger

An Update

In your August issue on Page 48 you have Oklahoma listed as requiring by law a periodic safety inspection. The law has changed—inspection is no longer required.

Just thought I'd bring you up-to-date.

Dennis Waggoner
Norman, Oklahoma

A Moving Letter

I was blown away by Roy Hutchinson's unbelievable courage and limitless love reported in the article by Michelmore in the August issue. Very moving and I am not easily moved.

Robert Jorrie
San Antonio, Texas

Wondering

Was reading *Time* magazine (July 2, 2001). Read an article titled "Presumed Innocent" about Calif. Representative Gary Condit. The article stated that "He (Gary Condit) likes night spots, parties, stogies, and rock concerts. A Harley driver, he posed for raunchy biker mag *Easyriders*" and yada yada.

I've been reading *Easyriders* since it came out. Mom used to throw them out. I'd buy another of the same copy until she gave up.

Was wondering if I'll end up like Representative Condit.

Jeffrey R. Jurzynski
Beacon Falls, Connecticut

Yeah, in the Grey Bar Hotel if you aren't lucky.

Raisin Pie

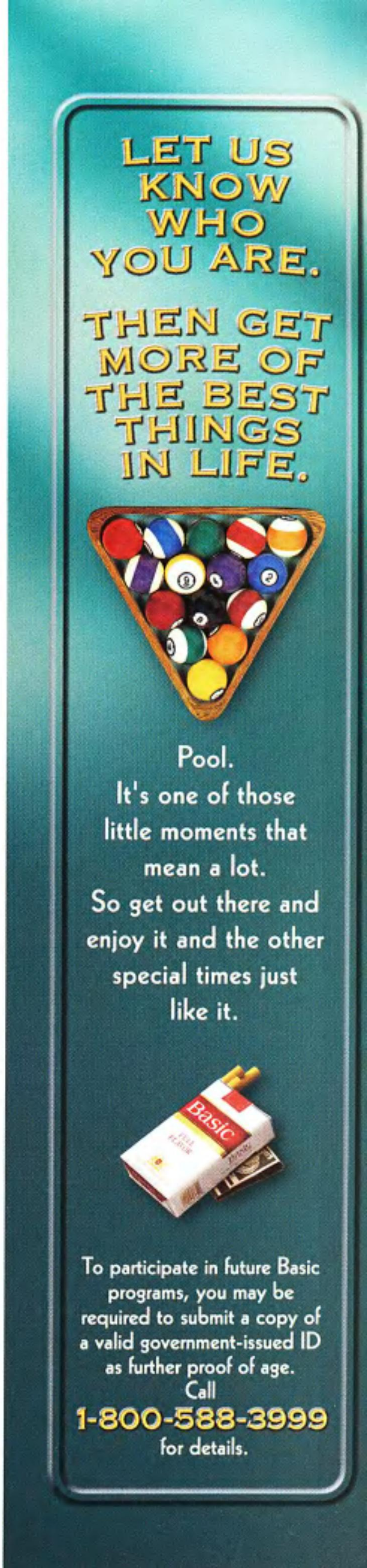
I'd like to say "Raisin Pie Around the House." I've been reading this mainstay biker rag since the very beginning. What else is there to say except thanks for helping shape my life.

Gerald Wayne Smith
Indian Springs, Nevada

Here We Are

Here is a photo of my girlfriend and me during Bike Week 2001 at Myrtle Beach, S.C., hanging out with *Easyriders*. Hope to get a picture in your mag.

Tim and Diane
Greensboro, North Carolina



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Associate Publisher: Gil Luna, Sr.
Editor-in-Chief: Dave Nichols
Creative Director: R. Marsh
Managing Editor: Scott McCool
Associate Editors: Kim Peterson • Benoît Lambœuf
Kai Raecke
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Chuck Emery • John Wycoff • Markus Cuff • Michael
Farabaugh • Pam Proctor • Paul Martinez • Aaron Stevenson
Contributors: J.J. Solari • Jeff Moore • Twiggy • Mike Egan
Greg White • Stan and Natalie Miles
Illustrators: David Mann • Dan Hughes

Advertising Phone Number: (818) 889-8740
National Advertising Executive: Greg Andes
Account Executive: Tammy Daniel
Advertising Administration: Carolyn Emery
Advertising Coordinator: Mandy Dunn
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Some Kind Words

Although I've been riding bikes all my life, I only recently became a Harley owner and attended the Rip's BAD Ride in Irvine, California. It was my first group ride, and as part of my christening, I had to have an experience (I guess). The ride started off without a hitch. My friends and I made it to the function and had a great time all day. Beautiful bikes, women, beautiful day...it doesn't get any better. But it was soon time to go so we went out to get on our bikes, and lo and behold! A flat front tire—not low, but flat. As soon as I started to roll the bike, the bead broke from the rim and I was basically screwed. Now what are you to do with only minimal tools, sitting in a canyon so the cell phone gets no signal, and a good five miles from anywhere?

Enter Denver's Choppers. I was lucky enough to be parked right in front of the Denver's display and had spent some time earlier in the day talking to the Denver's team about their awesome works of art. The team was happy to help me in any way they could, to the extent of loading my bike in the back of one of their trucks and taking it home for me. I thought not only are these guys talented enough to create show-quality products, but they are good people too.

To end my story, my friends bailed me out, rode home and got a truck. The Denver's team chipped in again by providing the correct ramp and some muscle to get this 1000-plus-pound bike with a flat tire onto the back of the truck. For any of your readers, I think these guys at Denver's are worth your time, and in the future I will not hesitate to purchase products or help them out in any way I possibly can.

Brian Epperson
Azusa, California

Blowout Bard

I really enjoyed your coverage of the Gulfport Blowout in issue #339. Writer Amy White truly captured the feeling of the event in my humble opinion.

Makes me want to go again next year.

Darryl Sanders
The Woods

Kewl Choppers

Billy Lane of Choppers Inc. ROCKS! I met him and his ol' lady in Sturgis and they were righteous. We hung out and had a helluva good time. Keep putting his scoots in your rag!

The Velvet Mob
Miami, Florida

Yup, that crew knows what's what!

Road King Test

Your September issue (#339) featured an exclusive on Harley's new Screamin' Eagle Road King. I like the looks and the concept. When do you think you'll have a real world road test of that bike?

Jeffrey R. Jurzynski
Beacon Falls, Connecticut

Check out page 146 and start droolin'.

Raisin Pie

Got a kick out of the piece on Paul Yaffe and his building the special *VQ* bike that you auctioned off for the Boys and Girls Club in Daytona (*Easyriders* #338). Are you planning on doing a bike feature of the finished bike?

Sid Cramer
Portland, Oregon

You'll find a full bike feature on Paul's cool custom next month.

Throttled

Just thought I'd let you know that many bikers think that *Easyriders* owns the Full Throttle Saloon in Sturgis. I know the magazine has a pavilion located on Junction and Lazelle, which was awesome, but you guys have nothing to do with the Full Throttle, do you? By the way, the Full Throttle took down their "No Colors" sign this year. However they waited until Thursday to do it.

Dirty Dick
Kinston, North Carolina

No Dirty, we don't own any businesses in Sturgis and even if we did, we'd never discriminate against any one.

Tom Rules

Hey, the two bikes by Russ Tom in the August *Easyriders* makes me want to get my Softail to him and let him do his magic. How can I contact him?

Ron Thompson
Everett, Washington

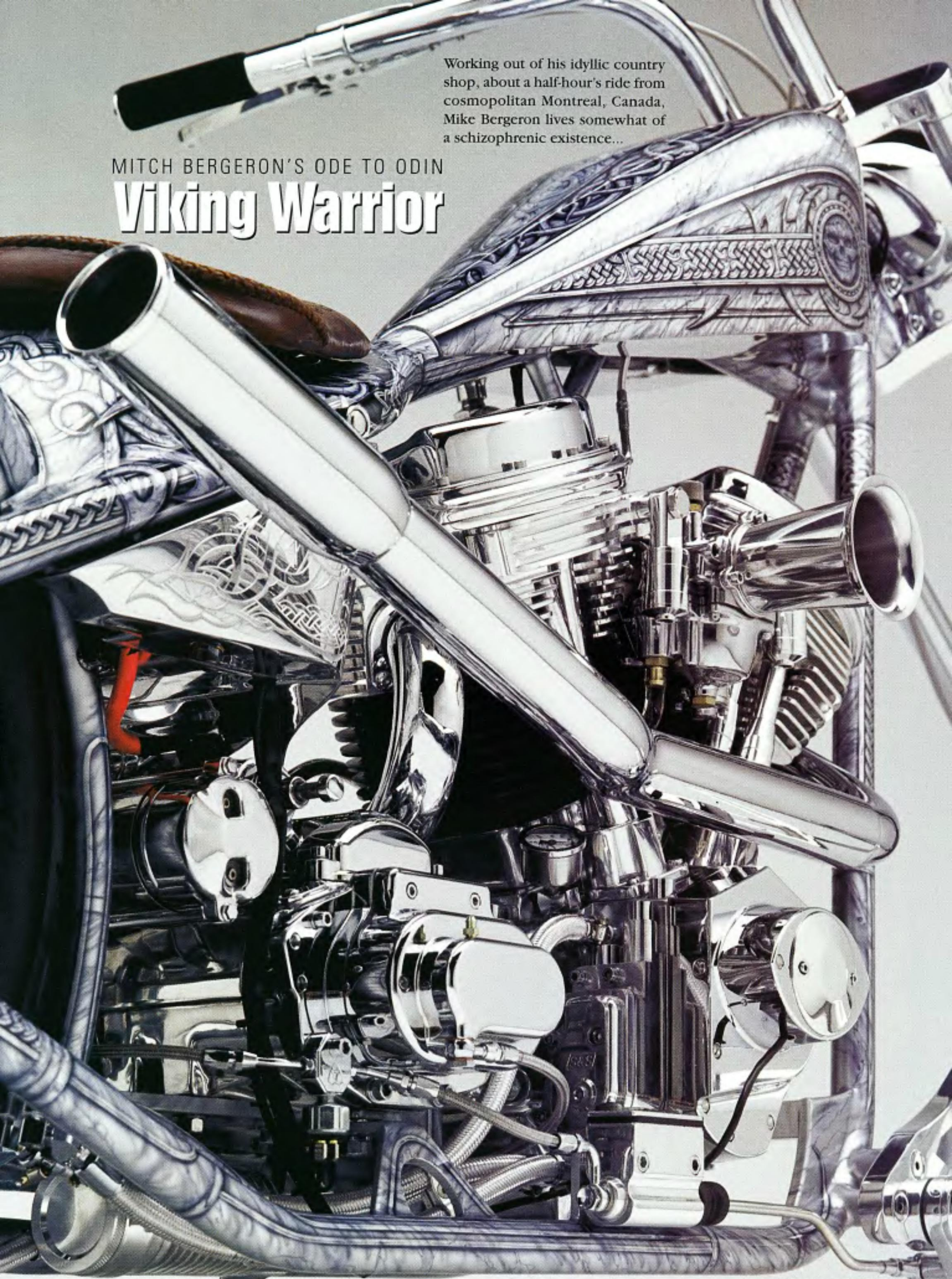
Give Russ Tom or Brian Mitchell at Downtown Harley-Davidson a call: 206-243-5000.

Bad Girls

That Scotty dude that wrote the "Bad Girls Go Everywhere" story in your September issue has got all the luck. He gets to ride his bike and find naked hotties all over the place. Where can I get a job like that?

Jeff Corey
Knoxville, Tennessee

It ain't a job. It's a way of life.



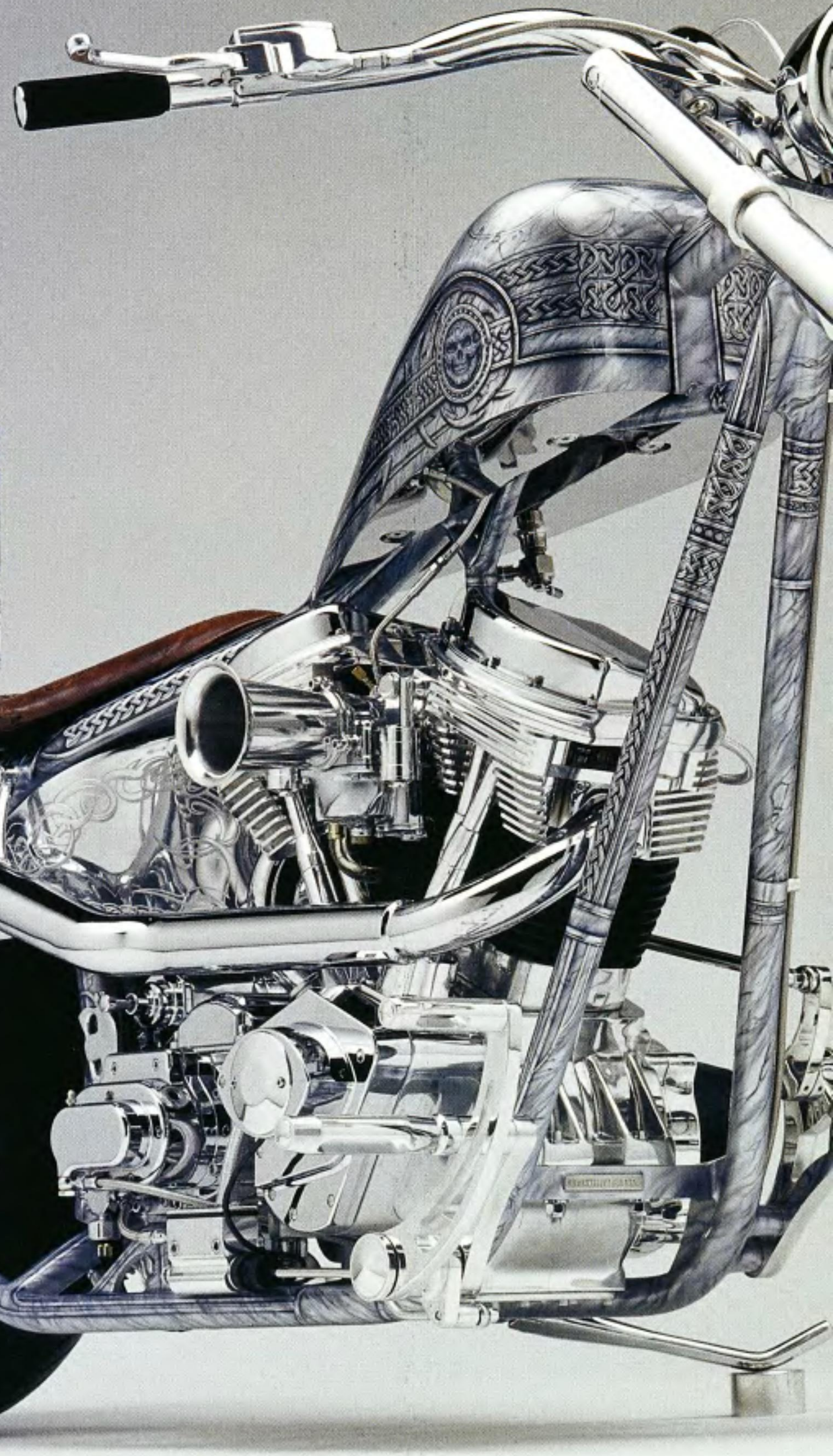
Working out of his idyllic country shop, about a half-hour's ride from cosmopolitan Montreal, Canada, Mike Bergeron lives somewhat of a schizophrenic existence...

MITCH BERGERON'S ODE TO ODIN

Viking Warrior

Because of the English-French history of the area, he not only has to converse, and build bikes, in both languages, he finds himself answering to two names, well, variations of his original French name Michele. "My English customers call me Mitch, but my French customers call me Mike because they can't pronounce Mitch." Fortunately, a passion for custom bikes crosses all language lines.

Seen here is Mike's (or Mitch's) latest astounding showstopper that pays homage to a third culture, the Vikings of Scandinavia and their more recent ancestors, the Swedish custom builders for which Mike shares an inclination toward loooonnnng front ends. This bike sports a radical 46-degree rake, 16-inch-over front end, an assemblage featuring a seamless interaction of bars, triple trees and lower legs. Mike fashioned the bars himself, ordered up the custom trees and shaped the legs into one complementary package all of which was matched to his



meticulously crafted rigid frame, one of his specialties that he's planning to offer as a product line. Mike's frames are Dyna style and made from thick DOM tubing and come in your choice of rake and stretch and can be ordered with Mike's swingarm. You can also order those slick "Brunet" handlebars from his Web site, each custom made like a fine pair of shoes for your particular bike's rake, rise and width and featuring internal throttle controls. As seen on the bike, all the integrated instruments and show chrome are part of the package.

Mike's talent for metal massage is readily apparent when one scans the bodywork. If you had X-ray vision you would be able to discern the gas tank's stainless steel bottom and the oil tank's aluminum construction. As he says, "We specialize in complete, one-of-a-kind, custom bikes. The wilder the better. If you have an idea, or none at all, we can build and create that or invent a new one-of-a-kind for you."

The Norseman's influence is followed through via the exotic paint job from the master of airbrush, Fitto, one of Canada's great natural assets. Says Mike, "I handed him a small piece of a photo I'd torn from a magazine showing a section of Viking ruins that had this unusual coloration, hundreds of years in the making. Fitto said no problem, and in short time turned it into a paint scheme complete with the ancient symbols. To match up that connection we made up an engraved leather seat embellished with Celtic symbols."

Powered by a 96-inch S&S motor with Delkron cases, Pro-One billet heads and a V-Thunder cam, the chopper's powerplant is set off by a dramatic upswept exhaust system, yet another of Mike's Bikeworks (MBW) designs. Mike says he spent about four months wrenching on the bike, taking a couple hours here and there away from his customer projects to

get it completed. "I even worked through Christmas, all thanks to my wife Natalie's understanding and support. She'd come into the workroom, sit down near me and watch Christmas shows on television while I worked. In a way, it was my hobby bike, but I was building it as a showpiece for my shop. Why a showpiece? Because I built a bike I can't even ride here."

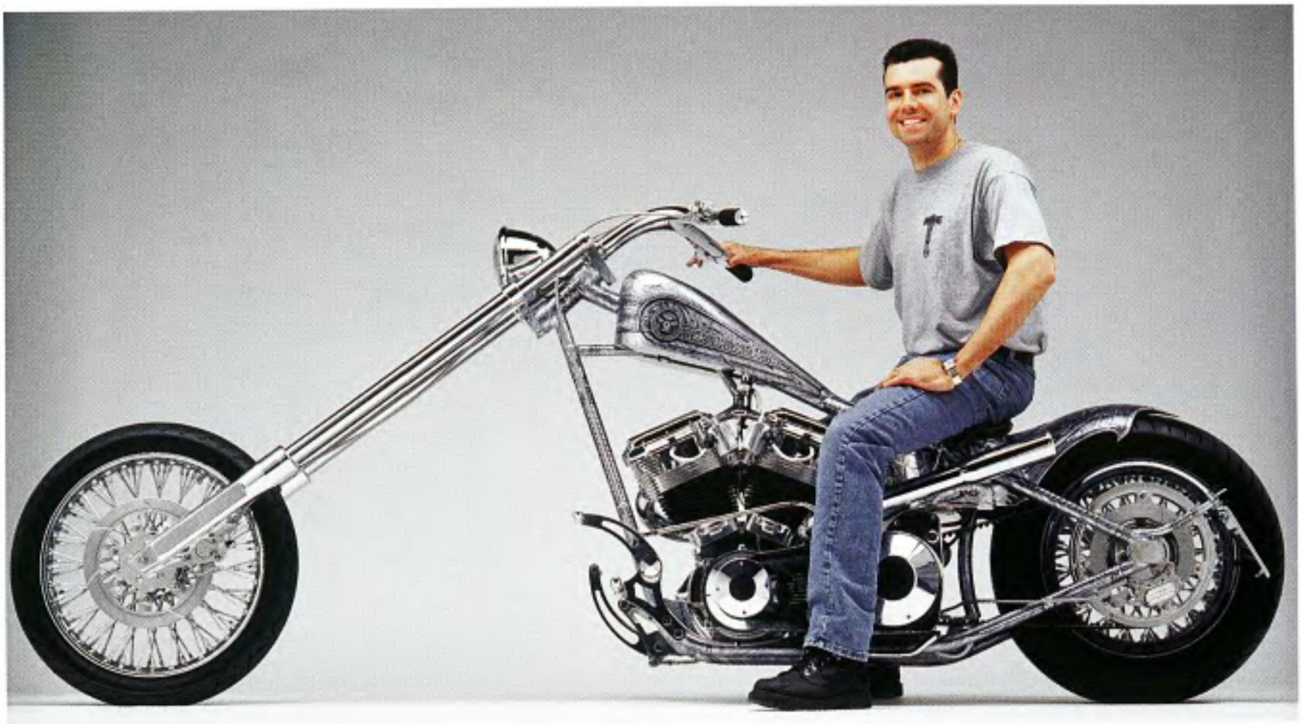
Yep, the Quebec Province prohibits custom bikes traveling the roads.

Mike's bike was way, way illegal according to their somewhat tight-assed standards. Too long, too low, too loud, you name it. Hey, it's a chopper, baby! What do they expect?

You might have seen Mike's Viking bike earlier this year at the Easyriders Bike Show in Charlotte, North Carolina, where it took top honors, winning Best of Show. The masterpiece then took First Place Best of Show in the Invitational Class at our grand finale bike show in Ohio. By the time this issue reaches the stands, you also might have seen Mike and his Viking bike at Sturgis. Whether he brought it home or it left in the hands of a new owner, is still a mystery.

You can log onto his Web site www.mikesbikeworks.com for more views and news or give him a ring at 450-460-2415 or 1-888-460-8278.

—Paul Garson



Owner: ....Mitch (Mike) Bergeron
City: ....Marieville, Canada

General
Designer: ....Mitch Bergeron/Mike's Bikeworks (MBW)
General Fabrication: ....MBW
Year and make: ....2001 MBW Custom
Model: ....rigid chopper
Assembly: ....MBW
Time: ....4 months
Chroming: ....GG Buffing

Engine
Year: 2001
Model: ....S&S
Rebuilder: ....MBW
Ignition: ....single fire
Displacement: ....96 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads: ....Pro-One billet
Cam: ....V Thunder
Lifters: ....S&S
Carb(s): ....S&S
Air cleaner: ....velocity stack
Pipes: ....MBW custom
Mufflers: ....none

Transmission
Year: 2001
Modifications: ....Andrews gears; Primo belt drive
Shifting: ....Accutronix
Trans sprocket: 34-tooth
Wheel sprocket: 70-tooth

Painting
Molding: ....Yves Show Paint
Painter: ....Yves Show Paint
Color/Type: ....Swedish silver
Type: ....not typical
Special paint: ....Fitto

Frame
Year: 2001
Builder: ....MBW
Type: .... custom rigid
Rake: ....46 degrees
Stretch: ....2 inches
Modifications: ....many

Accessories
Bars: ....MBW custom
Handlebar controls: ....Perf. Mach.
Headlight: ....Ness
Taillight: ....a small one
Speedo: ....gauges in bars
Front pegs: ....Accutronix
Rear pegs: ....nope
Electrics: ....MBW
Gas tank: ....MBW
Oil tank: ....MBW
Oil system: ....S&S
Primary cover: ..Monster Machining
Seat: ....Sam/MBW
Grips: ....Viking rubber

Forks
Type: ....very long
Extension: ....16-inches way over
Builder: ....MBW
Special Features: ......custom trees

Wheels

Front
Size: 19-inch
Hub: ....Hallcraft
Rim width: 2.50
Tire: ....Avon
Brake: ....GMA

Rear
Size: ....16 x 6-inch
Hub: ....Hallcraft
Tire: ....Avon
Brake: ....GMA

Photographer: ......Michael Lichter

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Handcrafted of sculptured pewter. Embellished with accents of sterling silver and 24 karat gold. A vibrant stone centerpiece. And a gleaming blade of stainless steel.

Impressive knife shown smaller than approximate actual size of 15" (38.10 cm) long, blade tip to pommel. Display 19½" (49.53 cm) tall x 9½" (24.13 cm) wide.

She is a seductress so alluring that even the mighty dragon falls under her spell. Now she is brought to life in the first-ever art knife designed by Julie Bell. The handle is sculptured in pewter and finished by hand to capture the spirit and power of the dragon and his mistress. Wrapped in the protection of the dragon's wings, the Mistress is aglow with accents of 24 karat gold. The guard is accented in sterling silver and 24 karat gold with a stone of aurora borealis as its centerpiece. And the blade, a tribute to the knife maker's art, is in gleaming stainless steel. Seize the moment and possess Mistress of the Dragon's Realm for just $195, payable in convenient monthly installments.

THE KNIGHTSTONE GUARANTEE
If, for any reason, you are not completely satisfied with your purchase, simply return it to us within 30 days for replacement, credit or refund.

The guard features a stone of aurora borealis accented in 24 karat gold as its centerpiece.

Knightstone Collections
One Tower Road, Media, PA 19063-5711

Please mail by November 30, 2001.

Please enter my order for Julie Bell's Mistress of the Dragon's Realm Art Knife. I need SEND NO MONEY NOW. I will be billed in 5 equal monthly installments of $39.* each, with the first payment due prior to shipment. *Limit: one knife per collector.*

**Plus my state sales tax and a one-time charge of $5.95 for shipping and handling.*

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ALL ORDERS ARE SUBJECT TO ACCEPTANCE

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CITY/STATE ____________________ ZIP ______

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22153-35-001

KNIGHTSTONE COLLECTIONS

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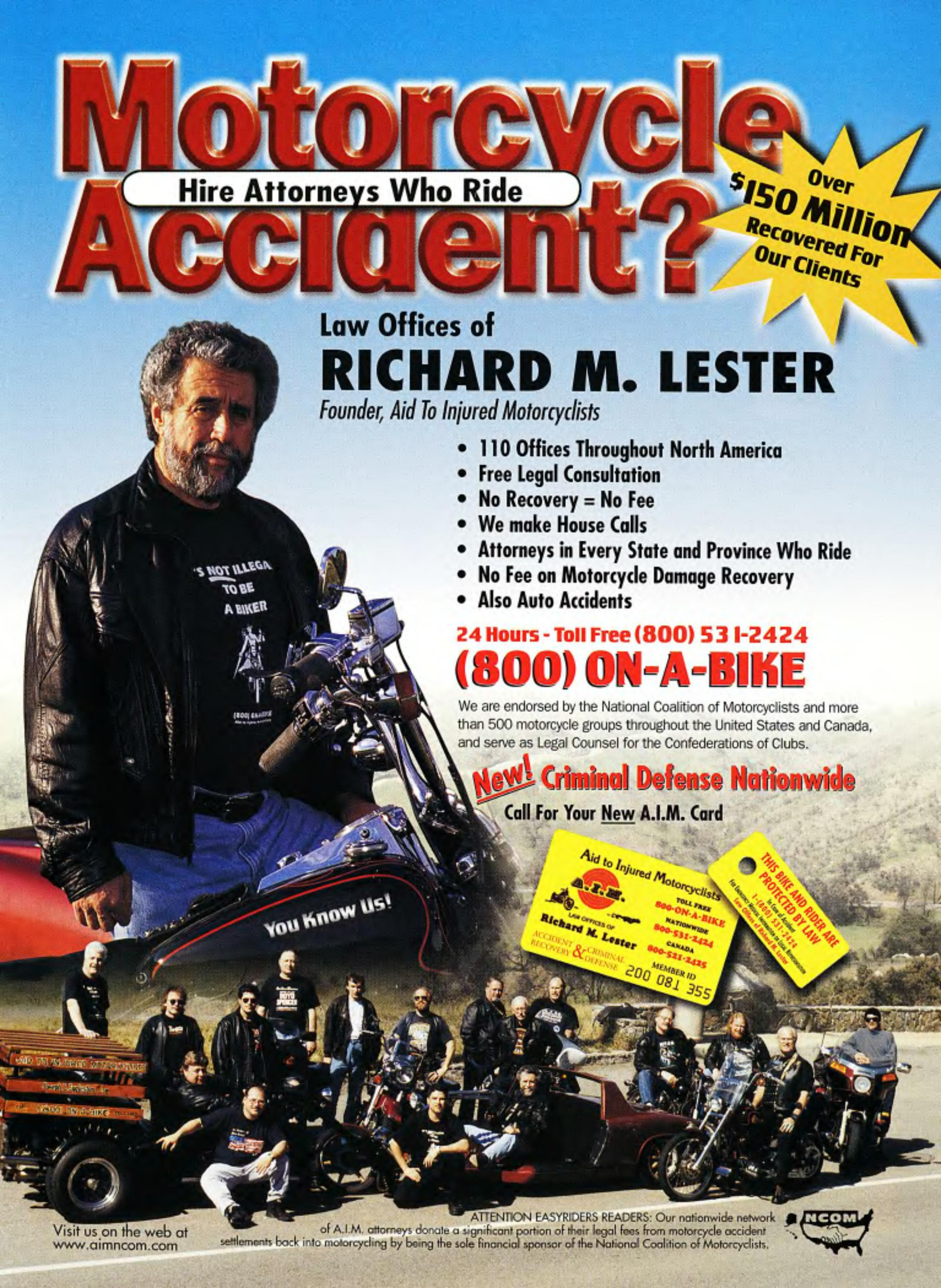
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NCOM

PartsBox

The Viper

Hitech Products introduces their new Viper LED taillight and license plate holder. Viper is machined from billet aluminum, and has show quality chrome. The Viper is fitted with 45 super-bright, high-intensity red LEDs and six white-emitting LEDs to illuminate the license plate. This is a unique addition to any custom motorcycle.

For more information call Hitech Products at 818-887-0136.

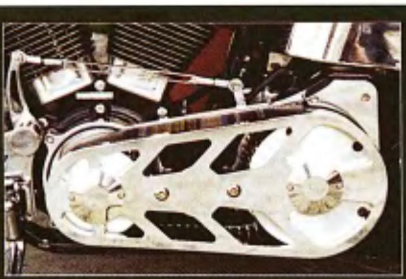
Stick 'Em Up!

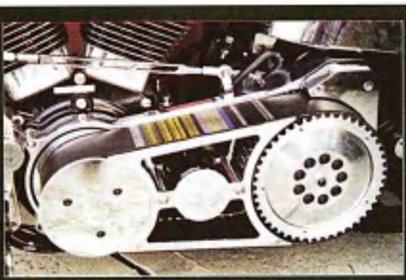
The Choppers Inc. Six-Gun collection is billet aluminum taken to an art form. All the pieces in this collection start out as solid blocks of aluminum. After machining they are polished to achieve a perfect mirror shine. Items in this collection all use real shell casings in their construction for a great touch of realism. They include the .44 Magnum handlebar grips, the .44 Magnum oil cap, the .44 Magnum jockey shifter knob, and the beautiful .44 Magnum handlebar risers.

These cooler-than-cool accessories are available through your Chrome Specialties dealer. Call 800-811-8913, or log on to www.jammerclub.com to find a dealer near you and order a copy of the Chrome Specialties catalog.

Get Your Wheels Spinnin'

Manufactured exclusively for Drag Specialties by Road Wings Design Inc., these high-quality American-made wheel assemblies feature billet chromed custom aluminum hubs and are available with steel rims in 40-, 60- or 80-spoke styles. They feature polished stainless steel spokes with custom smooth nipples. Bearings, seals and center spacer are included but not installed, allowing you to set bearing end play to your specifications and use your preferred wheel-bearing grease. Wheel assemblies are DOT approved and trued to less than .005-inch runout. All wheels use a center metal valve stem. Forty-spoke, $512.95; 60-spoke, $531.95; 80-spoke, $550.95. Call 608-758-1111 or log on to www.dragspecialties.com to find a Drag Specialties dealer near you.





A Conveyer Belt For Your Scoot?

BDL's new monster all-billet Top Fuel Street Drive is a 14 mm by 85 mm belt. The same system is used by top fuel racers on their 600-horsepower machines. The kevlar clutch consists of nine 6 3/8-inch friction plates and 11 steel discs. The special pressure plate uses up to nine springs for varying spring pressure to accommodate any size motor on the market. The all-new hub is made from 7075 aluminum then hard anodized for superior strength. BDL offers two kits, both are designed for oil filter mounting in the motor plate. The TF-1000 is the complete drive with side guard, and the TF-2000 is the complete drive with outboard bearing support. The outboard support plate is reversible, the backside is channeled for another distinct look, however just the flat side will be polished.

Belt Drives Ltd., 1959 N. Main St., Orange, CA 92806; Phone 714-685-3333, Fax 714-685-3339. www.beltdrives.com

Headwinds' Hot Setup

Headwinds laid it on thick this time, with a gaggle of ultra-smooth billet goodies to radically pimp out your FLH, FLHT, or aftermarket nacelle headlight. Pictured here are Headwinds' nacelle visor headlight ring, matching spotlight visor rings, and turn signals with clear lenses and visor rings. The trick light bar that supports the spotlights is a Headwinds creation. The whole deal is available directly through Headwinds, 221 W. Maple Ave., Monrovia, CA 91016; 626-359-8044; www.headwinds.com.

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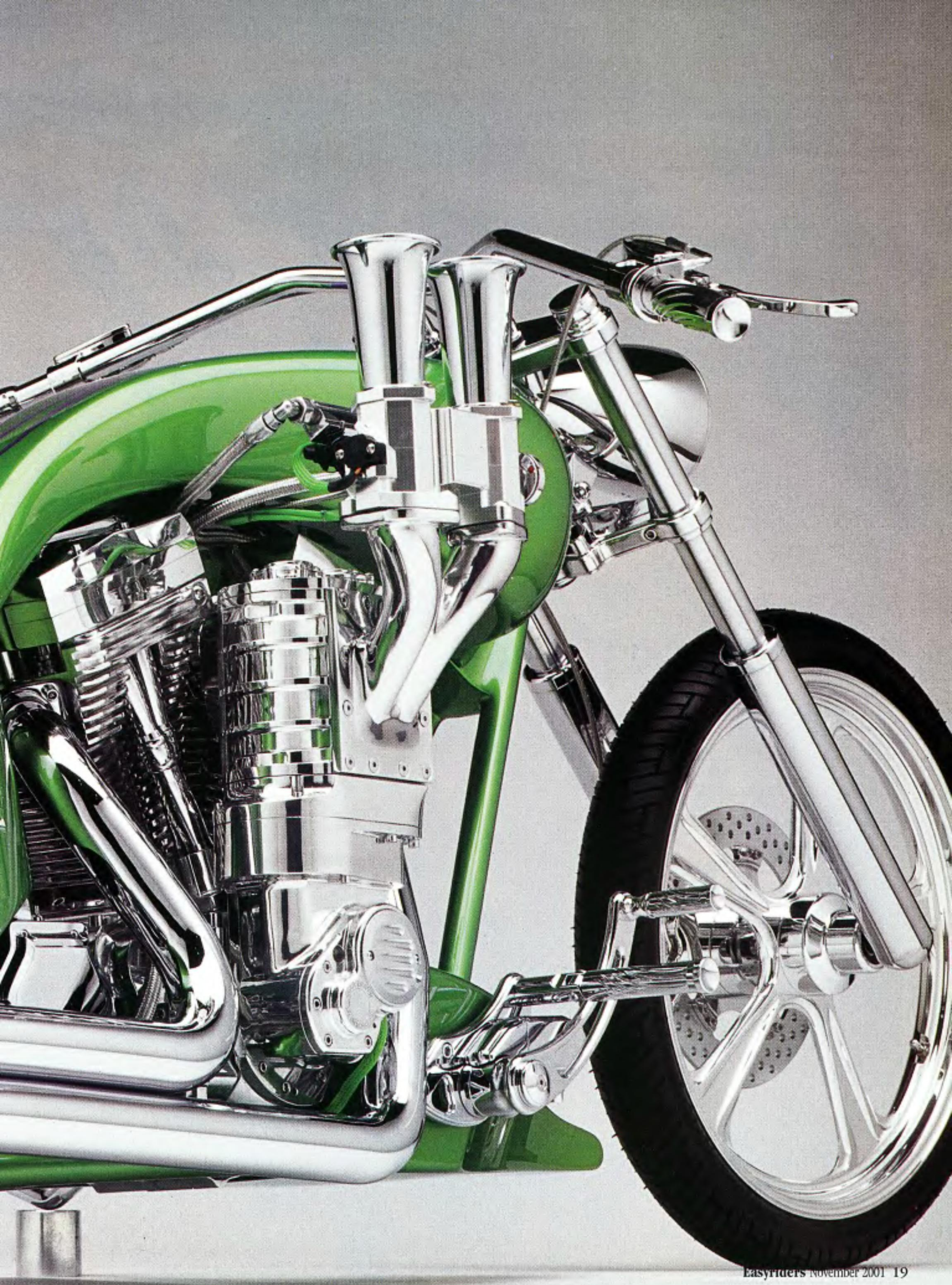
Pontarelli's Predator

O N E   G R E E N   M E A N I E

Kevin Young was at a place in his life that we are all familiar with. Kevin wanted a motorcycle. After looking through many issues of *Easyriders* magazine and checking out the bike shows, he decided that his favorite "Master Builder" is Harold Pontarelli of H-D Performance. This worked out very well since both he and Harold live in the infamous town of Vacaville, California. When they first talked about the project, Kevin wanted more than the average custom scoot. Harold told us, "He asked me to build the wildest, most high-tech bike ever...lots of billet and way too much power."

Harold knew that a lot of time would be dedicated to this bike because the creation of something this intimidating would prey on his energy and devour a fat stack of Kevin's cash. After a gestation period of only six months, what rolled out of the H-D Performance shop was this swoopy green, maniacal machine that seemed to have been born of a science fiction wet



dream. It's called....Predator.

Kevin pulled out his dough and Harold pulled out all the stops because he was all over this project like a fat girl on a marble. He started the hand-fabbed frame and swingarm, then stretched the tank from sea to shining sea before blending it marvelously into the underseat molding. The raw, unpainted chassis already had flowing lines, melding rear section, struts and stanchions with meticulous detail. The mill is a Russian-built titanium alloy Boxer with 106.5 cubes and 110 horses on pump gas before super-boost, but after strapping on the blower, Kevin's injector-fed,

supercharged "intimidator" requires aviation fuel in order to maintain marginally acceptable behavior. A drive-side brake setup from Performance Machine opens the right side of the 240-wide rear wheel, while billet trees and legs lend a blinding glint to the front end.

There are a few discriminating custom bike connoisseurs who claim that they can pick out an H-D Performance bike from all the others by the quality of Harold's paintwork. H-D Performance almost never repeats a project regardless of its success.

After Predator was completed, it was exhibition time. That didn't stop Kevin from calling Harold to ask, "When can I ride my bike?"

Harold always answered with, "just one more show." The bike proudly took a Best of Show trophy at our Easyriders Bike Show in Sacramento. Harold just smiled big and said, "I knew it all along."

—Jeff Moore

Owner: ....Kevin Young
City: ....Vacaville, California

General

Fabrication: ..H-D Performance
Year/make: ....2001 Custom
Model: ....Predator
Assembly: ....H-D Performance
Time:..........................6 months
Chroming: ......Walkers Custom Chrome

Engine

Year/Model: ....2001 Boxer,
Rebuilder: ....H-D Performance
Ignition:.....................Crane Hi 4
Displacement:.........106.5 cubic inches
Lower end: ....S&S
Balancing: ....H-D Performance
Pistons: ....J&E
Cases:......forged titanium billet
Heads: ....forged titanium billet
Cams: ....Andrews
Lifters: ....JIMS
Induction: ....fuel injection
Air cleaner: ....stacks
Pipes: ....Samson

Transmission

Year/make: ....2000 RevTech
Modifications: ..polished cases
Shifting: 6-speed

Painting

Molding: ....Carlos Rameriz
Painter: ....Harold Pontarelli
Type: ....House Of Kolor

Frame

Year:..................................2001
Builder: ....H-D Performance
Type: ....softail-style
Stretch:.........................4 inches
Shocks: ....Fournales

Accessories

Bars: ....H-D Performance
Handlebar controls: .... Performance Machine
Fenders: ......H-D Performance
Headlight: ....Headwinds
Taillight: ....H-D Performance
Front pegs:..............Arlen Ness
Electrics: ......H-D Performance
Gas tank:......H-D Performance
Oil tank: ....H-D Performance
Oil system: ....S&S
Primary: 4-inch open belt drive
Seat: ....High End Products
Grips: ....Arlen Ness

Forks

Type: ....wide-assed
Extension:........................under
Builder: ....Boyd's
Special features: ......billet trees and legs

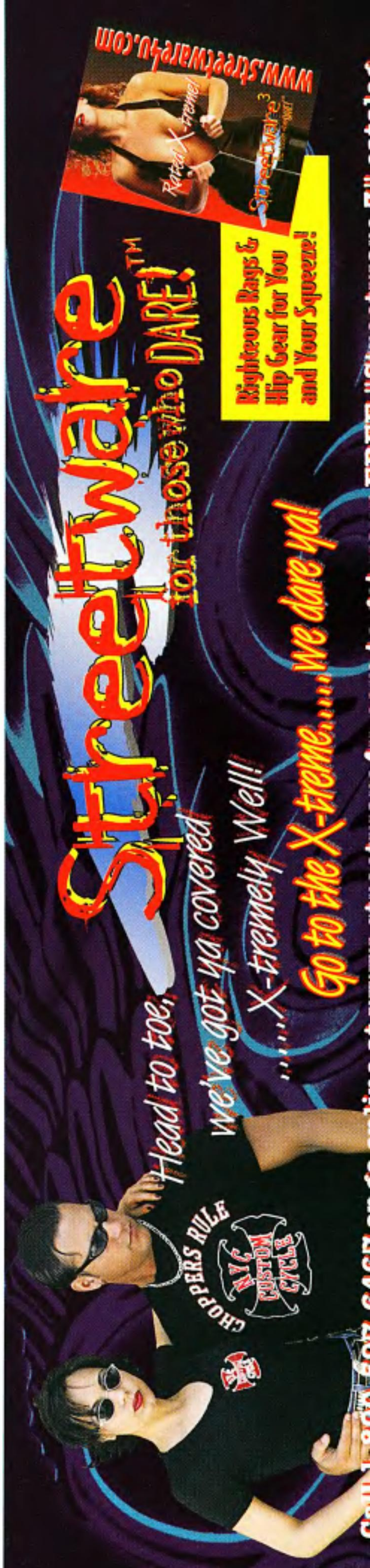
Wheels

Front

Size: ....21 inches
Hub: ......Performance Machine
Rim width:.................2.5 inches
Tire: ....Metzeler
Brake:....Performance Machine

Rear

Size: ....18 inches
Hub: ......Performance Machine
Rim width:.................8.5 inches
Tire:.......................Metzeler 240
Brake:....Performance Machine
Photos:............Michael Lichter



Happenings

ALABAMA
Toys for Tots Run
Place: Decatur
Date: Nov. 11
Info: 888-800-2812

ALASKA
Toyz-4-Totz Drive
Place: ABATE
Date: Dec. 8
Info: 907-776-8059

ARIZONA
Ride For Kids 2001
Place: Boeing Co., Mesa
Date: Oct. 21
Info: 800-253-6530

Ironcrossmen Toy Run
Date: Dec. 2
Info: 702-870-6121

Sun Riders Toy Run
Date: Dec. 9
Info: 520-790-7036

Toy Run
Date: Dec. 9
Place: Mesa, H-Angels
Info: 480-695-6710

CALIFORNIA
Manna Food Run
Date: Nov.18
Place: ABATE Local 3
Info: 805-484-9666

Top Hatters Food Drive
Date: Dec. 1
Place: Hollister
Info: 831-636-0880

The Famdamily Toy Run
Date: Dec. 1
Place: Foley House-Whittier
Info: 562-923-2093

13th Annual Toy Run
Date: Dec. 2
Place: Elks, Ontario
Info: 909-985-4095

Santa Barbara Toy Run
Date: Dec. 3
Place: Carpenteria
Info: 805-965-0251

Toys 4 Tots Run/Show
Date: Dec. 12
Info: 323-417-5404

MRA Toy Ride
Date: Dec.16
Place: Loma Linda
Info: 909-678-3504

5th Annual Toy Run
Date: Dec. 16
Place: Pomona
Info: 626-446-8431

COLORADO
Toys for Tots Parade
Date: Nov. 18
Place: H-D, Denver
Info: 303-238-0425

Benefit & Toy Drive
Date: Nov. 25
Place: Denver
Info: 303-433-7025

Toy Drive & Party
Date: Dec. 1
Place: ABATE 12
Info: 719-687-1892

Toy Benefit & Ride
Date: Dec. 2
Place:Easyridrs, Denver
Info: 303-584-9886

Santa's Sleigh Run
Date: Dec. 2
ABATE Dist 13/ H-D
Info: 303-833-4041

Santa Sht/Snak & Wrap
Date: Dec. 8
Place: Sun H-D
Info: 303-287-7566

Toy Run Child Hospital
Date: Dec. 9
Place: Rocky Mt.HOG
Info: 303-703-2885

DELAWARE
ABATE Toy Run
Date: Nov. 3
Place: New Castle
Info: 302-731-0455

ABATE Toy Run
Date: Dec. 2
Place: Kent County
Info: 302-731-0455

GEORGIA
Old Dude Memorial
Food Drive/ Toy Run
Date: Nov. 10
Info: 404-294-8900

Secret Santa Toy Run
Date: Nov. 11
Place: ABATE District 3
Info: 770-974-9317

Toy Run and Food Drive
Date: Nov. 17
Place: ABATE Dist. 13
Info: 912-271-1570

Singleton Mem Toy Run
Date: Nov. 18
Place: Atlanta
Info: 404-294-8900

Blood Drv & Toy Run
Date: Nov. 18
Place: ABATE 12
Info: 404-294-8900

Toy Run
Date: Nov. 24
Place: ABATE District 7
Info: 912-474-3150

Toy Run
Date: Dec. 1
Place: ABATE Dist. 11
Info: 912-823-3348

West Toy Run
Date: Dec. 16
Place: ABATE District 4
Info: 770-587-3713

IDAHO
Toys for Tots Run
Date: Nov. 3
Place: ABATE, Kootenai
Info: 208-683-1934

Toys for Tots Benefit
Date: Dec. 1
Place: ABATE, Kootenai
Info: 208-683-1934

ILLINOIS
14th Annual Toy Run
Place: Springfield
Date: Oct. 21
Info: 217-544-7954

Toy Run ABATE
Date: Oct. 14
Place: Chicago- Batavia
Info: 630-548-4919

14th Annual Toy Run
Date: Oct. 21
Place: Springfield
Info: 217-544-7954

Xmas 4 Kids Toy Party
Date: Oct. 21
Place: Sesser
Info: 618-625-9932

ABATE Polar Bear
Toy Run
Date: Nov. 11
Info: 309-343-6588

Sid Wood Mem.Toy Run
Date: Nov. 25
Place: Springfield
Info: 217-544-7954

Toys for Tots Parade
Date: Dec. 2
Place: Chicago
Info: 773-866-TOYS

Christmas for Kids Party
Date: Dec. 2
Place: West Frankfort
Info: 618-625-9932

INDIANA
Toy Run
Place: ABATE Region 12
Date: Oct. 13
Info: 812-238-1750

Toy Run
Date: Nov. 3
Place: ABATE Region 11
Info: 317-784-2629

Toy Run
Date: Nov. 11
Place: ABATE, LaPorte
Info: 219-345-2906

Veteran's Day Run
Date: Nov. 11
Place: ABATE Region 12
Info: 812-238-1750

Toy Run
Date: Nov. 11
Place: ABATE Region 1
Info: 219-658-4682

Toy Run
Date: Nov. 24
Place: ABATE Local 2
Info: 219-345-2906

Toy Run
Date: Dec. 1
Place: ABATE Region 2
Info: 219-345-2906

Toy Run
Date: Dec. 2
Place: Fulton ABATE
Info: 219-658-4682

Toy Run
Date: Dec. 2
Place: ABATE 8
Info: 812-437-4407

Toy Run
Date: Dec. 8
Place: ABATE J/N
Info: 219-345-2906

KENTUCKY
Toy Drop & Poker Run
Place: Hogtown
KMA/KBA
Date: Oct. 20
Info: 502-358-8373

Toy Run
Place: Leichfield
Date: Oct. 21
Info: 270-879-6333

Green River Toy Run
Place: Green River
Date: Oct. 27
Info: 270-932-3222

Toy Run
Date: Nov. 10
Place: N. Cen KMA/KBA
Info: 502-732-2865

Food Drive
Date: Nov. 17-18
Place: Henderson K/K
Info: 502-349-1994

Toy Run
Date: Nov. 24
Place: KY Kustom MC
Info: 502-966-2619

LOUISIANA
Annual ABATE Toy Run
Date: Dec. 9
Place: Avondale
Info: 800-431-7231

MARYLAND
3nd Annual Toy Run
Date: Nov. 4
Place: H-D Baltimore
Info: 410-238-2003

MASSACHUSETTS
Lacey Packer Toys 4Tots
Date: Oct. 7
Place: Hanscom AFB
Info: 800-432-1MMA

MICHIGAN
Annual Charity Event
Date: Nov. 4
Place: ABATE Region 19
Info: 248-693-6068

MISSISSIPPI
Vet's Food Run
Date: Nov. 11
Place: Monticello
ABATE S/W Chapter
Info: 601-835-0664

Natchez Toy Run
Date: Nov. 25
Place: ABATE
Info: 318-336-9765

Brookhaven Toy Run
Date: Dec. 1
Place: ABATE S/W
Info: 601-835-0664

Crossroads Toy Run
Date: Dec. 2
Place: ABATE Corinth
Info: 662-286-9692
662-286-6727

MISSOURI

Branson Toy Run
Date: Nov. 4
Place: Branson
Info: 417-334-0775

2nd Annual Toy Run
Date: Nov. 4
Place: Knob Noster
Info: 660-747-8825

NEW YORK

Toys for Kids
Date: Nov. 4
Place: Elliott's, Ontario.
Info: 315-524-5044

St Mary's Toy Run
Date: Nov. 11
Place: Hampton Bays.
Info: 516-924-1053

OKLAHOMA

Toy Run
Place: El Reno
Date: Oct. 20
Info: 405-262-5645

Ashley's Baskts
Toy Run
Date: Oct. 20
Place: El Reno
Info: 405-262-5645

Toy Run
Sunset Chapter
Date: Oct. 20
Place: ABATE, El Reno
Info: gdr726@swbell.net

Toy Run
Date: Dec. 9
Place: Central ABATE,
Info: 405-936-7433

22nd Annnual Toy Run
Date: Dec. 9
Place: ABATE of Tulsa
Info: 918-832-0391

OREGON

Toy Run
Date: Nov. 17
Place: ABATE
Info: 503-640-5766

Food Drive
Date: Nov. 18
Place: South Coast
Info: 541-888-8081

Shriners Toy Run
Date: Dec. 1
Place: Portland
Info: 503-252-4842

Toy Run
Date: Dec. 9
Place: Salem
Info: 503-791-1640

Toy Run
Date: Dec. 15
Place:ABATE
Info: 541-365-6850

Toy Run
Date: Dec. 16
Place: So. Coast ABATE
Info: 541-888-8081

PENNSYLVANIA

Toys For Tots Parade
Date: Nov. 4
Place: Philidelphia
Info: 610-499-RIDE

SOUTH CAROLINA

24th Annual
Toy Run
Date: Nov. 25
Place: North Charleston
Info: 843-566-9232

TENNESSEE

CMT/ABATE
Toy Run
Date: Oct. 14
Place: SW/Lexington
Info: 615-907-0304

Toy Run
Date: Oct. 15
Place: Cheatham
Info: 615-907-0304

2nd Harvest Food Run
Date: Oct. 21
Place: Nashville
Info: 615-907-0304

Toy Run
Date: Oct. 28
Place: CMT/ABATE
Info: 615-907-0304

Toy Run & Cook-Off
Date: Nov. 4
Place: CMT ABATE,
Info: 615-907-0304

Toy Run
Date: Nov. 12
Place: CMT ABATE
Info: 615-907-0304

Sumner Cnty Food Drv
Date: Dec. 1
Place: Gallatin
Info: 615-907-0304

Toy Run
Date: Dec. 10
Place: CMT ABATE
Info: 615-907-0304

TEXAS

BOO Run for Kids
Place: Jefferson
Date: Nov. 3
Info: (903) 935-6005

Teddy Bear Run
Date: Nov. 11
Place: Collin County
Info: 972-771-4652

Toys for Tots Run
Date: Nov. 17
Place: Midland
Info: 915-689-6050

Gryphons MC
Toy Run
Date: Dec. 9
Place: Midlothian
Info: 972-723-3434

WASHINGTON

11th Annual Toy Run
Date: Oct. 21
Place: ABATE
North Snohomish Chap
Info: 360-805-8577

Food & Toy Run
Date: Nov. 17
Place: ABATE
Info: 360-805-8577

True Apostles Toy Run
Date: Nov. 24
Place: Columbia H-D
Info: 360-254-5181

Toy Run
Date: Dec. 1
Place: ABATE Olympia
Info: 360-534-0203

Toy Run
Date: Dec. 8
Place: ABATE Tacoma
Info: 360-897-8963

WEST VIRGINIA

Coats for Kids
Date: Nov. 12
Place: Weirton ABATE
Info: 304-737-3217

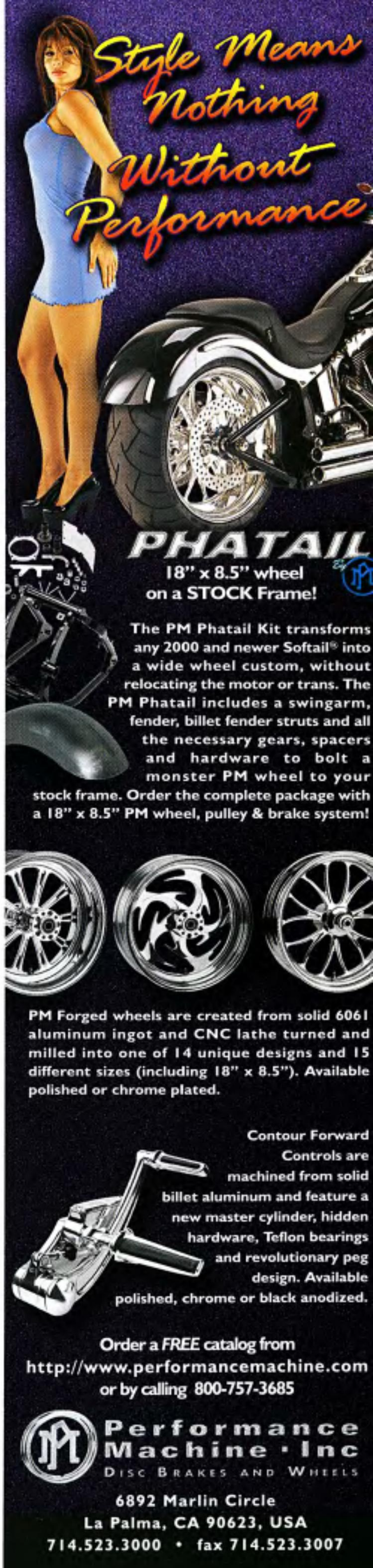
Toy Run & Party
Date: Nov. 18
Place: Middlebourn
4 H Campgrounds
Info: 304-428-3716

WYOMING

Toy Run
Date: Oct. 13
Place: Maverick Cycle
Cheyenne ABATE
Info: 307-634-8144

Toy Store Gillette
Date: Dec. 20 - 22
Place: ABATE of
NE Wyoming
Info: 307-687-0525

To have your event listed, get the info to us at least 4 months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252; www.easyriders.com



The 50 Best Bikes of VQ Magazine

Paisano Publications proudly presents: the VQ annual, offering the 50 finest custom motorcycle creations ever seen. This connoisseur's collection for the high end rider is a 100 page collector's edition that you'll treasure forever.

Over the last decade a vast array of beautiful bikes made their way to our cameras and into VQ. This Annual tribute to the very creme de la creme of custom bikes is a carefully chosen selection from our cellar of steller moto-art hewn by the great maestros and magicians of master bike building. Quite simply, what awaits you in our VQ Annual is a stable of two-wheeled thoroughbreds...the best of the best of VQ.

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Easynews

If it's of interest to bikers, we'll print it.

Easyriders of Kansas City

K.C. Creations Goes Big Time

Photo: K.C. Creations

You may remember a story we ran a few months back about K.C. Creations becoming Easyriders of Kansas City. What we didn't know then was how huge their grand opening party would be. The Teresi Dyno-Drags truck was there to kick-ass and take names in no-holds-barred drag racing action. Both Big Dog Motorcycles and Victory Motorcycles had their big rigs on hand to show off all their scoots. Hundreds of bikers showed for a good time, good food and to drool on all the custom bikes.

Easyriders of Kansas City sells Big Dogs, Victorys, Bourget's, and used Harleys as well as their own K.C. Creations custom bikes. They also have the full line of Easyriders Roadware. Call 913-642-3279. *—Stumpy*

New Harley News

The FXDWG CVO Bike Gets All Black and Blue

Harley-Davidson's Custom Vehicle Operations (CVO) Program recently released their new custom version of the Dyna Wide Glide. Built on the framework of a regular Dyna Wide Glide, the FXDWG includes custom features such as a chrome fuel tank console created specifically for the CVO bike by Willie G.; a custom leather and ostrich seat; chrome floating brake rotors and a lowered front/rear suspension.

The FXDWG will be produced in two custom color schemes, but a total of no more than 2,000 of these custom models will be manufactured. Riders can choose between Navy blue pearl with silver leaf flames with gray leather and ostrich seat or vivid black with gold leaf flames with black leather and ostrich seat.

The FXDWG incorporates all of the Dyna Wide Glide model updates for model year 2002, including the 150-mm rear tire. In addition to the 1450cc Twin Cam 88 engine, some of the standard features include a color-matched frame, chin fairing and headlight fairing, 1450cc Twin Cam 88 powertrain finished in silver and chrome, lowered chrome front fork with chrome sliders, Lightning Star wheels and rear sprocket, teardrop floating rotors with silver calipers, braided stainless steel clutch, idle and throttle control cables, coated, braided stainless steel brake lines, bullet turn signals, chrome swingarm, slash cut mufflers, and H-D Factory security system.

Suggested U.S. retail for the FXDWG is \$22,995 (\$23,285 in California). *—Hog Boy*

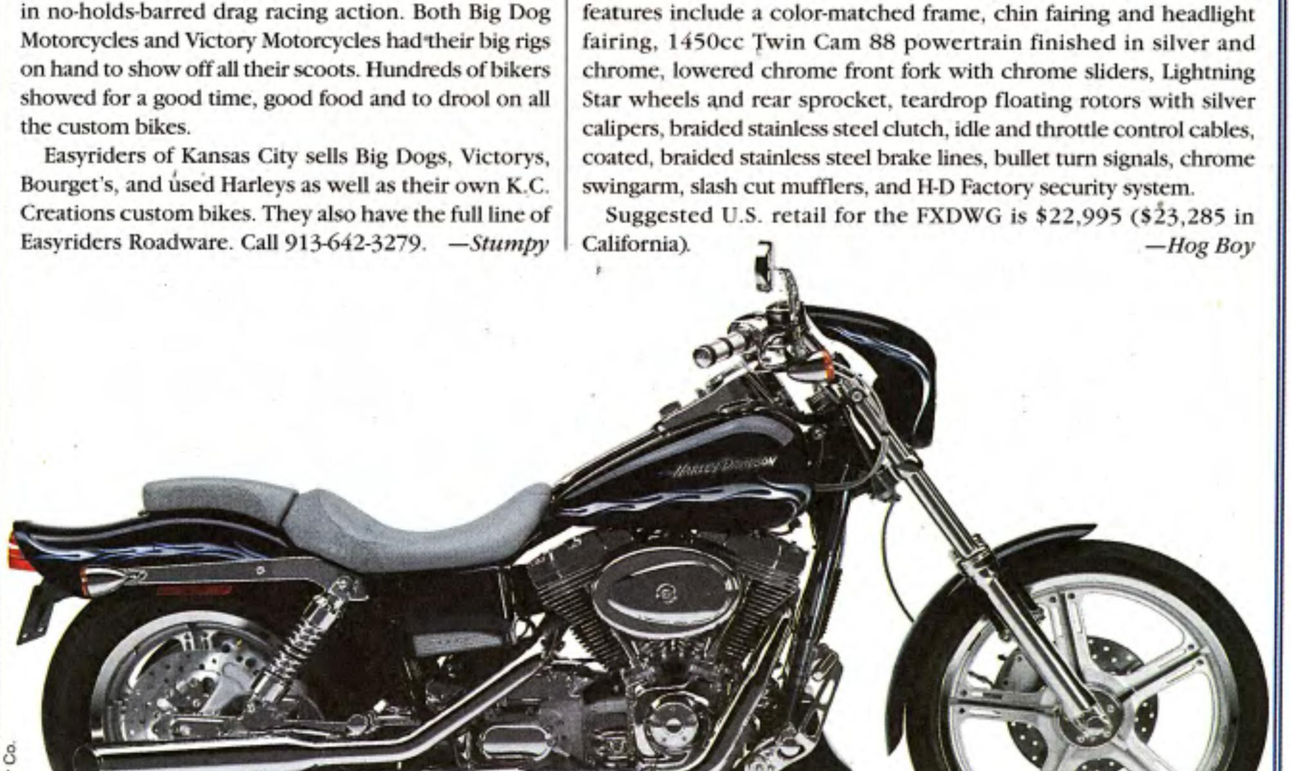

Photo: H-D- Motor Co.

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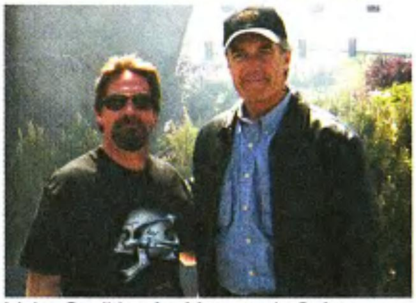
Safety First

Idaho Governor Joins I.C.M.S.



Idaho Coalition for Motorcycle Safety Chairman Phil Britain, left, welcomes Governor Kempthorn to I.C.M.S.

On Sunday May 6, 2001, Governor Dirk Kempthorn signed up as a member of the Idaho Coalition for Motorcycle Safety.

Chairman of I.C.M.S. Phil Britain spoke with the Governor at the annual Cycle Nuts and Bolts Harley-Davidson swap meet, and evidently his sales pitch about the largest MRO in Idaho and what I.C.M.S. was all about convinced the Governor to join up.

Governor Kempthorn stated that he would like to participate in the 2002 annual I.C.M.S. Awareness Rally and be a keynote speaker at that event.

It's nice to see the Governor get involved with bikers in this way and we hope he enjoys his new Harley when it arrives next year.

—Bob Brumpton, I.C.M.S.

Industry News

100 Years of Indians

To honor the 100th anniversary of the founding of Indian Motorcycles, the Motorcycle Hall of Fame Museum drew back the curtains on its newest exhibit, "A Century of Indian, presented by Progressive Motorcycle Insurance," this summer in Pickerington, Ohio.

The exhibit features the entire history of the Indian marque from a 1905 Lightweight Single to a 1961 Royal Enfield Chief along with more contemporary Indian scoots such as a 1969 Velo 500 and a 1998 Chief. Period sales literature, memorabilia, photos never before displayed and informative text that

chronicles the rise and fall of the company further illuminate the bike's background.

Museum Executive Director Mark Mederski pointed out that the exhibit documents the people, cultural context and events surrounding the Indian saga.

"Indian remains one of the true touchstones of American motorcycling as well as a fascinating study in American business," Mederski said.

Preserving Indian's history is important to the motorcycling sport, explained Ben Sheridan, general manager of special lines for Progressive Insurance, as to why his company backed the project. Progressive is a major motorcycle insurer.

Attending the opening ceremony were several hundred motorcycle enthusiasts, local officials and many of the men and women who rode Indian motorcycles during the first half of the 20th century. Also on hand were classic motorcycles from the 15-day ride from Los Angeles to Springfield, Massachusetts, Indian's birthplace.

The Indian exhibit will be open through December 2002. The museum is located on the American Motorcyclists Association campus in Pickerington. For more information call (614) 856-2222or visit www.motorcyclemuseum.org.

—Nomad

All Good Deeds

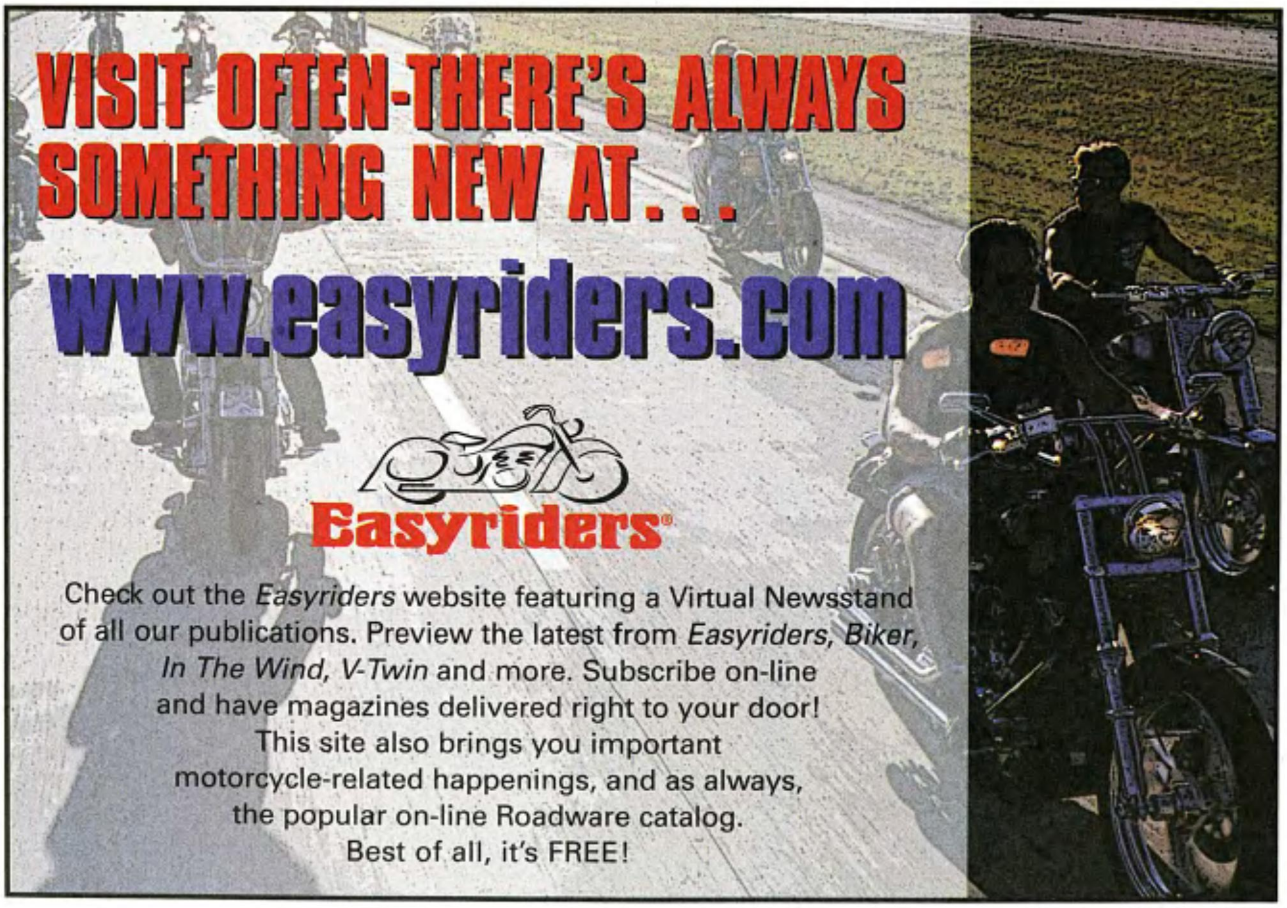
Children's Ride 6 Raises $203,550 for Seattle's Children's Hospital

On Sunday, July 1, more than 1,600 motorcycle riders from all over the Northwest participated in Children's Ride 6 raising $203,550 for Children's Hospital & Regional Medical Center in Seattle. The event featured an escorted ride traveling from Lake Sammamish State Park in Issaquah, to the Seattle International Raceway in Kent. Ride participants had the thrill of a lifetime as Interstate I-90 and Highway 18 were shut down to accommodate the more than 1,000 motorcycles.

Ride registration included admission to the All Harley Drag Racing Association Pacific Nationals, which featured the best riders from the U.S. and Canada racing for $50,000 in cash and prizes. Also included in the registration fee was a gourmet BBQ, live musical entertainment, silent auction, motorcycle show and a performance from the Seattle Cossacks.

All proceeds from Children's Ride 6 and the Harley Road King Classic raffle benefit the uncompensated care program at Children's Hospital, which assures quality care to all children of the Northwest regardless of their ability to pay. This year alone, Children's Hospital will provide more than $26 million in uncompensated care. Children's serves the four-state region of Washington, Alaska, Montana and Idaho.

Pictures from this year's event are posted on the Children's Ride 6 Web site at www.childrens-ride.com. Check the Web site often for upcoming details on Children's Ride 7. *—Phantom*



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Heaven Cycle, 7254 S. W. 40th St., Miami

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Easyriders Valdosta, 1747 W Gordon St., Valdosta

Rebel's Customs, 560 SR 20 Spur SE, Cartersville

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Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Kansas
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K.C. Creations, 7524 Frontage Rd, Overland Park
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

Harley Bruce Custom Cycles, 504 N. Ravine St. Suite #B, Fulton

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

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Easyriders of Saratoga, 1757 Rt. 9, Clifton Park

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Coast-to-Coast

Biker News

TEXAS POLICE REQUIRED TO TAKE BIKER SENSITIVITY TRAINING: Last month we regretfully reported Governor Rick Perry's veto of an equal access bill in Texas that would have made it illegal to discriminate against motorcycle riders, which won near-unanimous approval in the House and Senate and in spite of an exceptional lobbying effort by the Texas Motorcycle Rights Association (TMRA-II) and all four Confederations of Clubs .

Although Governor Perry gave no explanation in vetoing HB 259, he did manage to sign into law another bill supported by the TMRA-II and the Texas Confederations of Clubs, HB 2585, which clarifies enforcement of the helmet law. It also requires sensitivity training for police officers.

"House Bill 2585 changes the way the Texas helmet law is enforced," explained Sputnik, founder and chairman of the TMRA-II, "so that if you are stopped for not wearing a helmet and show you are 21 or older and show proof of insurance or a Rider Ed card, the officer can not issue a citation for a helmet law violation. This new law ends the need for a court to decide."

In addition, HB 2585 requires that officers take sensitivity training to stop profiling of riders and to make them aware of the new enforcement standards. They must record all traffic stops in categories to ascertain whether bikers are being stopped disproportionately.

Section 4 of HB 2585 states, "The Commission shall require education and training on motorcycle operator profiling awareness and sensitivity training."

So if you're pulled over on your bike in the Lone Star State, don't forget to ask the officer if he's had his sensitivity training lately.

GERMAN TEEN CAUGHT IN 75MPH MOPED DASH: A teenager who spent all his time souping up his moped has been caught by the police on his first drive through town after reaching speeds of 75 miles per hour. The 15-year-old German boy had spent all his money and most of his time working on the moped, and in a dash through his hometown of Leverkusen, the schoolboy

reached 75 mph before being stopped by police who say he was doing three times the speed limit, as well as making a huge noise.

He claimed that the speedometer only went up to 40 mph and he had no idea he was going so fast.

SPECIAL LICENSE PLATES PASSED FOR BIKER VETS IN NEW MEXICO: Thanks to the staunch support and stalwart efforts of New Mexico State Representative Rick Miera, veterans who ride will now have access to specialty motorcycle license plates in New Mexico to commemorate their service to our country.

Miera was a motorcyclist and early member of ABATE before he launched his career in politics, and has been a blessing to New Mexico bikers since taking office. Earlier this year, Rep. Miera announced the repeal of New Mexico's handlebar height law, through a bill he authored. He's also an active member of the National Coalition of Motorcyclists (NCOM) Legislative Task Force, along with other legislators such as Senator Ben Nighthorse Campbell, Wisconsin State Senator Dave Zien, and South Dakota State Senator Jim Putnam.

In addition to the Vets plates, Miera also sponsored a separate bill that was signed into law to make specialty motorcycle license plates available to disabled riders.

Oh, and he's committed to keeping New Mexico helmet-free too!

TOUGH ON CRIME: In Indonesia, motorcycle thieves and other crooks are being summarily beaten and executed by vigilante mobs. More than 1,000 suspected thieves have been slain by mobs last year in this nation of 224 million people.

In Dangdeur, a man was beaten for an hour and then burned to death for stealing a bird's nest belonging to a distant relative. In Jakarta, the capital, pickpockets and burglars are routinely executed by vengeful crowds. In the city of Tangerang, several motorcycle thieves have been fatally beaten over the past few months, along with people suspected of stealing goats, ducks, shoes and television sets.

Instead of summoning the police, angry men are taking matters into their own hands. Criminologists say they believe growing economic hardship in the wake of the Asian financial crisis of 1997-98 is helping fuel the attitude toward thefts, particularly those of motorcycles, which many people purchase with their life savings.

"We are tired of crime," said a man whose motorcycle was nearly stolen from a Jakarta market. "If we have things stolen from us, we do not have the money to replace them."

As he returned to his parked Honda Grand one recent morning, a parking attendant was holding a man by the arm and asked if he knew the suspected thief who had been trying to wheel away his motorcycle. He said no, and someone shouted "Thief!"

In a matter of seconds, dozens of people from vendors at the market to waiting motorcycle taxi drivers and passersby mobbed the young man. Egged on by calls of "Burn him!" and "Kill him!" they bashed him with sticks and rocks for more than 30 minutes. They would have burned him, but the gasoline vendor hadn't opened his shop yet.

After the man lost consciousness, the mob eventually dispersed, and the thief was carried to a nearby military post, but he died on the way.

The police have done little to stem mob violence. Vigilantes are rarely arrested and few are convicted. "The police don't care about street justice because we're taking care of the thieves for them," said a shopkeeper who had witnessed the fatal beating of another motorcycle thief in front of his vendor's stall in Jakarta last month.

BE CAREFUL WHAT YOU WISH FOR: A motorcycle enthusiast dropped dead as he was being handed the keys to a Harley-Davidson he won in a raffle.

The German Biker's Union said 47-year-old Hans Hitzig, suffered a heart attack in front of thousands of fellow bikers at the organization's Jubilee in Schleiz, eastern Germany. Hitzig's winning ticket was drawn from 12,000 entries to win the $7,400 motorcycle.

JAPAN RAISES SPEED LIMIT FOR MOTORCYCLISTS: Japan has raised the expressway speed limit for motorcycles from 80 km/h to 100 km/h (approximately 62 miles per hour). This is now the same speed limit as for automobiles in that country.

Motorcycle riders had complained of being unable to travel with the flow of traffic and of being harassed by automobile drivers. "The raising of the speed limit is predicted to increase demand for larger displacement motorcycles in Japan," notes *Motorcycle Industry* magazine.

Motorcycles are still prohibited from carrying passengers on the expressway.

HARLEY MAKES A NAME FOR ITSELF: In a survey to determine the most recognizable brand names in America, Harley-Davidson rose from 10th place to an astounding 5th place in this year's polling.

Corporate Branding, a brand strategy and communications firm in New York, conducted 6,000 interviews during the annual survey to determine how familiar and favorable a company is viewed by senior business leaders. For the first time in three years, soft drink giant Coca-Cola lost its fizz and fell into second place behind Microsoft Corp.

Sure, but how many people have a computer tattooed on their body?

CELL PHONES BANNED IN NEW YORK: On June 28, 2001, Governor George Pataki signed into law the nation's first statewide legislation banning the use of hand-held cell phones by drivers.

"By requiring drivers to put down their cell phones and pay attention to the road, this new law will help make our roads safer and save lives," Pataki said.

First-time violators of the law, which goes into effect on November 1, face a $100 fine. Second conviction calls for a $200 fine and every subsequent violation would cost $500.

Such bans have been proposed in 40 states, and cell phone use by car drivers is prohibited by law in at least 23 countries, including Great Britain, Italy, Israel and Japan.

QUOTE OF THE MONTH: "It is not so much what we have done amiss, as what we have left undone, that will trouble us, looking back."

—*Ellen Wood*
English Playwright and Journalist
1813-1887

—*Bill Bish, NCOM*

Hall Of Fame

Roger "Ram Jett" Chatelet 1944-2001

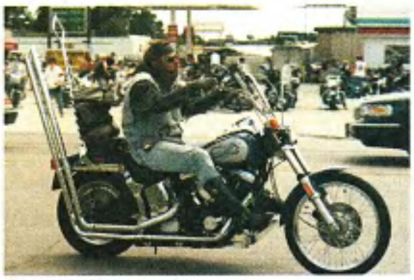

Photo: Vance Breese

When I first met Roger "Ram Jett" Chatelet, his sheer size intimidated me. My hand disappeared as I shook his. Not only did he look the part of a biker with long hair and a big beard, he was the kind of biker who would ride 20-hours straight through the worst weather imaginable just for the adventure of it. Roger gave motorcyclists and myself the greatest gift of all, his precious friendship.

Roger had a special knack for being where things were happening. He was with the Easyriders Streamliner crew at Bonneville, when they had their terrible crash and helped rebuild the motorcycle that set the absolute World Land Speed Record on two wheels! He also helped Mikuni get started in the Harley end of the motorcycle market.

When Roger had a challenge with something on his own motorcycle, he'd come up with something making it work better, and then shared it with everybody through Ram Jett Retainer products. More than once I tried to talk him out of something that later proved to be successful.

Roger had "stubborn down" syndrome. In other words, when I'd stumble, he was always there to help. We had wonderful and sometimes painful adventures together. But no matter how much challenge or pain was involved, we both took pleasure in backing each other up.

Roger had love, tolerance and patience for people that I could never match. But if you rode a motorcycle, wanted to quit abusing drugs or alcohol, wanted to learn something or just needed help, Roger was there. He could be hard when the situation called for it, but he was always ready to share his feelings and his strength. But more importantly, he was always ready to say, "I love you buddy." I will miss him mightily, and his spirit will be with me always. I love you buddy. *—Vance Breese*

Health News

Get Hip To HEP C.

Are you a veteran? Prior to 1992, did you receive a blood transfusion? Have you been tattooed or pierced by a friend? Are you a health care worker or public safety employee? Ever shared a coke straw or needle, just once? If so, you are at risk for Hepatitis C.

Hepatitis C is a blood borne virus that attacks the liver and is one of the leading causes of chronic liver disease in the United States. It is estimated that approximately 4 million Americans, four times as many as those with HIV/AIDs, carry the antibody to Hep C. Nearly 70% are chronically infected (liver damage has occurred) and 30% will progress to cirrhosis, end-stage liver disease and liver cancer. Hep C kills about 10,000 per year (the same number as those who die from AIDS) and that number is expected to triple during the next three years.

Hepatitis C is not a death sentence but it has the potential to kill you. If you answered yes to just one of the questions listed above, then you need to get tested. The best approach to confirm the diagnosis of hepatitis C is to test for HCV RNA. Your primary care physician can order this test. Be persistent, it could save your life. *—Denise Ward*

Purple Hearts

In The Eye Of The Beholder

"May I have your autograph sir?" As a 10-year-old, her soft brown eyes looked up at this man with total innocent admiration.

"But honey, you don't want my autograph, I'm nobody special." He was uneasy in the warmth of her honest simple request.

"Yes you are," she replied. It wasn't an argument, nor disrespect. It was a statement of fact from the eyes of this little girl.

Indeed, he looked like most of the other 160 or so bikers in this room. Deeply tanned, thick mustache drooping down around a mouth quick to smile, Harley bandanna tied around his throat, he looked in denim and leather like he'd experienced both the freedom and the rigors of the road.

But the little girl was right. Standing with some 40 other men and women around the perimeter of the room, he was special. All veterans in the group had been asked to stand for special recognition as part of this Memorial Day weekend motorcycle rally, sponsored by Intermountain Harley Owners Group (H.O.G.).

A presentation of the colors, the playing of *Taps*, the story of the origin of that bugle call, and introductions of the ceremony participants were followed by this unusual lineup around the hall. The rest of the group, seated at long tables, rose in spontaneous tribute to the men and women representing several branches of our armed forces.

The applause was enthusiastic, and went on for several minutes. The crowd then formed a procession, shaking hands with the veterans, expressing thanks to each one for their courage and commitment in protecting the freedoms we all enjoy. It was an opportunity to convey, on a personal level, the gratitude many of us only vaguely sense. The veterans seemed shy and uneasy in the unaccustomed attention.

Every person that shook my hand looked me straight in the eye when they said thanks. They really meant it. I've never felt so appreciated in my life! This was the most incredible experience. When I first got back from the war, people threw eggs at me. I've never felt like I could face going to The Wall in Washington, D.C. So many names there. Now I feel like I can handle it. This has been fantastic!"

The 10-year-old gazed into the face of this veteran as he signed his name. Up close, the scars on the right side of his face were visible. The physical and emotional pain was there in the lines creasing his brow and framing his mouth. The phantoms of the horrors he had seen flickered in eye. He didn't need to wear the four Purple Hearts he had been awarded. The cost was imprinted on his body, subdued by the trappings of the biker culture he'd embraced in celebration of the freedom for which he had fought.

The little girl's eyes sparkled with pride as she turned away, holding the precious scrap of paper in her hand. She knew he was special. She had found a hero.

—Dave Emry, (ICMS)
Idaho Coalition for Motorcycle Safety

"No, Mr. Schultz, a proper defense is not, 'Ya should've seen the other guy.'"

Legalese

GETTING A STORY

As Americans, we've fought long and hard to preserve our rights for freedom. As motorcyclists, we have fought long and hard to preserve our rights to ride free. In most cases, this has been a fight against helmet laws, and as a citizen of Iowa, I'm proud to say this state is helmet free for all riders.

With this in mind, it amazes me how the news media has always been quick to place judgement on riders that have been killed or seriously injured in motorcycle accidents. In the past, newspapers, radio stations, and television stations have always made a point to state whether, or not, the rider was wearing a helmet. They totally disregard important information such as whether or not the rider was at fault, or if another vehicle was involved, was the driver drinking, or not? Or, even more importantly, what type of injuries the rider suffered. No matter what the circumstance might have been, the media always makes a point to make a statement about helmet use.

This bias reporting has thoroughly pissed me off in the past, but it never really struck a nerve until recently. In the early morning hours of May 27, 2001, a car pulled out in front of a good friend of mine, killing him instantly. In the days following, the media reported this tragic event, and like so many times in the past, they felt the need to place their judgement. One local newspaper, the *Quad-City Times*, thought it necessary to print. "Bahr was not wearing a helmet" in the last sentence of their report.

In the following weeks, a number of people wrote the *Times* to voice their opinion on this comment. In their defense to these letters, the editor of the *Times* made a comment, which stated: "Information was supplied by the Iowa State Patrol, which investigated the accident."

REALLY! Well, I'm sure the officers also stated in their reports if the driver of the car was cited for any traffic violations, or if the driver might've been intoxicated. I'm also sure that they made a note pertaining to his injuries, so if the unnamed author of this story would've put his/her biased opinions aside, I'm sure they would've realized Galen was killed due to serious chest injuries, and in no way would a helmet have saved him.

As Americans we posses the right to free speech, but in my opinion, if you can't speak the facts, then keep your mouth shut. This biased bullshit should not happen in a state where we have the legal choice to wear a helmet, or not. As I said in a letter to the editor of my hometown newspaper: "Where does the media get off making a dead man sound like a criminal just because he exercised his legal right not to wear a helmet?"

Galen was truly a great man. He was assistant coordinator for ABATE of Iowa's District 21; he was loved and adored dearly by his wife Tracy, his family and many friends. From the big brown boots on his feet, all the way up to the upswept pipes on his Softail, he was full of life, and he had a pure heart of gold. Most people reading this never met Galen, but those who have, will agree with me when I say a little piece of all of us died that morning.

To everybody out there, I ask you to contact the *Quad-City Times* and let them know how you feel about this subject. We can't change what they've said in the past, but we can have an affect on their reporting in the future.

Quad-City Times : www.qctimes.com. Editor—John Humenik: *Quad-City Times*, 500 E. 3rd St., Davenport, IA 52801. *—Nate Ullrich*

"I don't need a helmet, I have a real life-jacket.... my mother-in-law."

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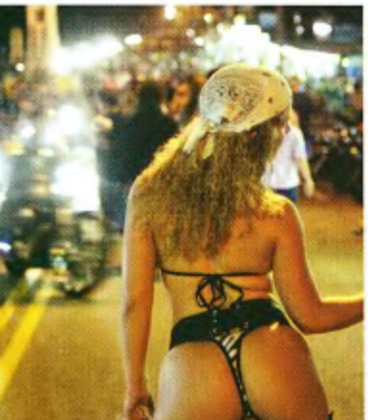
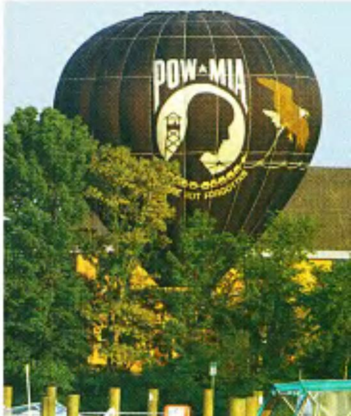
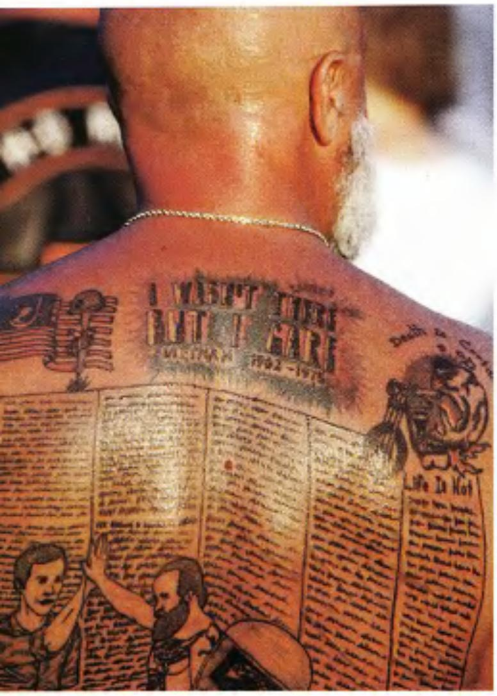
A LONG TIME COMIN'

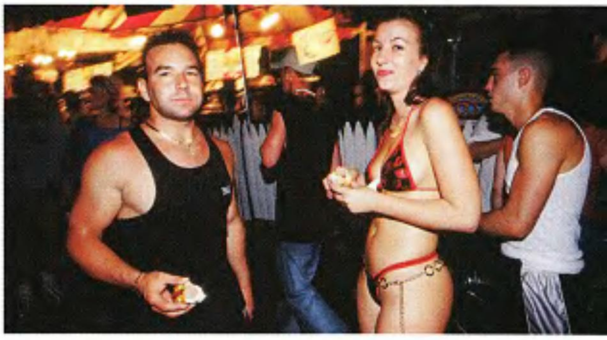
LACONIA AT 78



We thought we'd cover the Loudon Classic Motorcycle Run and Races a little differently this year. So, we sent ace flick snapper Michael Lichter off on his own, armed only with a tent, a few provisions (trail mix), and a fancy new digital camera. This way we can bring you all the coolest pictures from Laconia faster than ever and get the word on the event straight from Mikey's mouth. Our stalwart photographer has been doing this event for a lot of years now and he knows the Weirs backwards and forwards. Every day we received a cryptic phone message on his whereabouts and what was goin' on. Here's what Mike told us...




I WASN'T THERE
BUT I CARE



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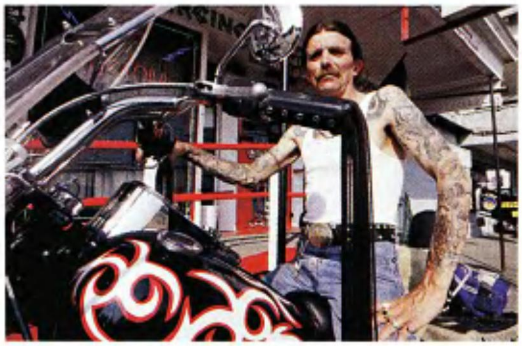
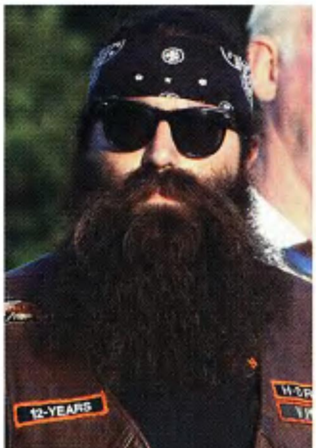



12-YEARS

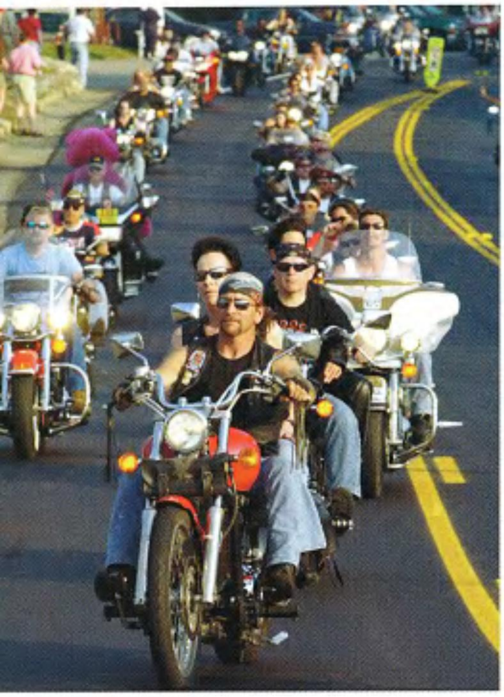
SUPPORT
BIKERS BEHIND BARS

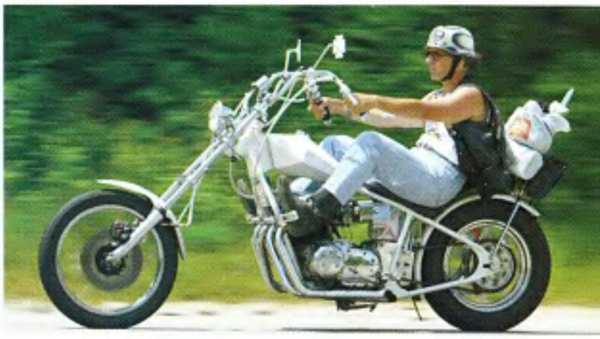
DATELINE: Wednesday, June 13, 9:37 a.m.—I hope you can hear this (crackle) my cell phone ain't workin' too...(static). The flight in was delayed. What a pain in... (static). I'm taking Route 11B to the Hill Climbs. It's sunny and HOT! God there are a lot of bikes here. I'm always a bit apprehensive at the beginning of an event like this (crackle). My plan is to (static)...

END TRANSMISSION

DATELINE: Wednesday, June 13, 2:46 p.m.—WHOO! The Hill Climbs were great! Lots of little kids riding bikes up the hills with their dads watching. The crowd went wild over the little guys...(crackle). Guess the microwave antennas have totally reached their limits...(static). So many people...

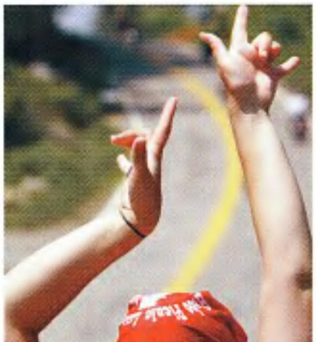
END TRANSMISSION





SAUSAGE

WRONG
WAY



DATELINE: Thursday, June 14, 11:11 a.m.— It's me again. Man, it is friggin' HOT! Went over to the Official Rally Headquarters to get my bearings. I'm covering the Camel Roadhouse Ride. Looked to be about 100 people on it. Then crossed the lake to get riding shots in Alton Bay. The lake area is gorgeous. You couldn't ask for better weather for a bike event. Bikes are everywhere!

END TRANSMISSION

DATELINE: Thursday, June 14, 3:48 p.m.—I am so pissed. I got off the bike and set up my camera gear to get all the bikes riding by for the Camel Ride. Stood there for 45 minutes and figured they had already passed me. I gave up, packed my gear, threw my leg over the bike and—VROOM! All 100 bikes blasted by me. I just missed gettin' 'em on film. Damn!

END TRANSMISSION

DATELINE: Thursday, June 14, 7:32 p.m.— I went on the Vietnam Memorial Ride to Meridith. Great ride. Lots of guest speakers, 'Nam Vets, even a great speech by a POW that made it out alive. Incredible stuff. I'm getting great shots. Can't wait to see how this turns out.

END TRANSMISSION

DATELINE: Friday, June 15, 10 a.m.— Hey, it's me. I'm having a hard time doing these "Dateline" messages. Anyhow, I shot a couple custom bikes this morning. Getting around is a major challenge. It took me 30 minutes to move three miles. Yeah. The locals are fantastic people. I showed up at a party and said, "Who didn't sleep last night?" I always get a ton of people throwing their hands into the air when I ask that. It's a helluva party all right.

END TRANSMISSION

Okay, so you get the idea. Laconia was glorious, an excuse to ride in the summer sun, hang with good brothers and sisters, and party your ass off. The Weirs can be big fun at night where people let their hair down and even remove some pesky clothing, though the cops are always standing by to ticket flashers (Hey, go fight some real crime).

As is becoming the standard at all major bike events around the country, the Teresi Dyno Drags were in full swing, with crowds gathering around to check out all the acrion. If you want to get away from the crowds there's always a leisurely putt down to Alton Bay to experience the New England countryside in all its splendor. There's plenty to see since you can go from the coast to the mountains in no time. Stop off at the East Alton General Store for a Coca-Cola and a Moon Pie.

Photos: Michael Lichter

The train ride out at Meridith near the Harley shop takes you back to The Weirs (in case you don't want to overheat your scoot in the dense traffic). And don't forget the ferryboats for a great scenic ride and a damned good time. For those who want to experience an ol' fashioned biker party the ol' school way, head over to Hawg Hill Campgrounds. You won't be disappointed.

Special thanks, as always, to Charlie "Schultz" St. Clair for the hospitality. Laconia is the biggest biker run east of the Mississippi and a stone blast. See you there next year. *—Phantom*

THE QUESTION IS, WAS THIS THE END?

LOUDON RACING 2001

The racing at Loudon this year was notable for two things: rain and heat. The rain was a product of nature. The heat was man-made from tempers pushed to just this side of the punch point. And it was serious enough to threaten the whole future of AMA pro road racing at Loudon—a fixture at the annual event for over 60 years.

First, the racing. And the rain. For the second year in a row, the water gods showed up on Sunday and took a dump. A big one. The kind that clear out towns and grandstands, washing away all but one of the final day's big races and pushing them over into Monday's sunshine. So it was sunny skies that saw Eric Bostrom, the former Harley-Davidson 883 TwinSports class champion, come off the starting line like a man possessed, leading every lap of the 39-lap superbike race to take the win on his Kawasaki. Current superbike champion Mat Mladin hounded him the whole way, the two of them never more than eight-tenths of a second apart. It was easily one of the season's most intense battles. Even at home, watching it on cable, you could have shredded the couch mimicking the cajones-as-big-as-boulders moves Bostrom and Mladin put on each other.

While Bostrom and Mladin were busy fighting their private little war, Pascal Picotte riding the No. 21 factory Harley-Davidson VR1000 was heading for his best finish of the year. He was running hard in fourth place, but got a little too excited, clipped the inside edge of the track in Turn 6, sending him and his bike sliding across the track and into the hay bales. He got to his feet right away (really pissed), re-mounted and took off after the now long-gone pack. He finished 18th. It was left to young Jordan Szoke on the privateer Austin-Bleu Bayou/Bell County H-D VR1000 to carry the orange and black superbike banner to its best-of-day finish in 11th. The week before, 22-year-old Szoke, the former Canadian superbike champion, in just his first year stateside on a Harley superbike, cracked the Top 10 with an eighth in the superbike race at Wisconsin's Road America. (What is it with these go-fast Canadians and Harley superbikes? The first factory VR pilot was Quebec's Miguel DuHamel. Now it's another Quebec native, Pascal Picotte. And coming up fast we have Ontario's Jordan Szoke on the top privateer VR.)

Monday also saw the Buells continue their assault on the Pro Thunder class championship. In fact, as this is being written, a Buell leads the championship. Current points leader Mike Ciccotto rode his Hal's Performance Advantage Buell 1200 to second in Monday's race. Tilley H-D's Dave Estok is in fourth place in the championship hunt even though his Buell lunched its transmission on the fourth lap after leading off the line at the start.

Photos: Rick Menapace

Compared to the rain, the "heat" at Loudon this year was more serious—maybe even fatal. It's not a new story. It first came to a head four years ago when several really bad crashes—one that ended the career of Harley superbike rider Thomas Wilson—brought the racers out screamin'. The New Hampshire International Speedway track was unsafe, they said. Too many walls too close. Poor track surface, inadequate protective barriers. The racers accepted the risks of their job...they just didn't want to die doing it. In answer, the track owners reportedly dropped over $1.2 million making the improvements the racers asked for. It wasn't enough. Each year brought more problems, more complaints, and more money put into fixing them. Many of the racers were now satisfied. Not happy (they say racebikes have become so fast and agile they've simply outgrown the tight confines of the small 1.6-mile NHIS track) but satisfied. The problem didn't go away though. A vocal minority, led by outspoken champion Mat Mladin, continued to rip into the track. At the same time, the AMA officials who were supposed to be in charge looked disorganized and indecisive. This year the long-simmering fuse reached the powder keg. After the first storm on Sunday, the track sent out a bunch of jet dryers: trucks with jet engines on the back aimed down at the track surface so their heat blasts could dry it out enough for the 600cc supersport race to begin. The racers asked for a couple quick laps of practice to test the surface—a reasonable request according to everybody on the scene. The AMA officials said no, you race now. Pow! All the factory teams, and a wad of others, parked their bikes, and only a small group of mostly local riders gridded up and raced. The race was later red-flagged after several riders crashed when the rain started again. And the situation kept going downhill. You didn't need jet trucks, you could have dried the track off with the heat from the boiling tempers.

So are we going to be back at Loudon in 2002?

—Ulrich Air Fence

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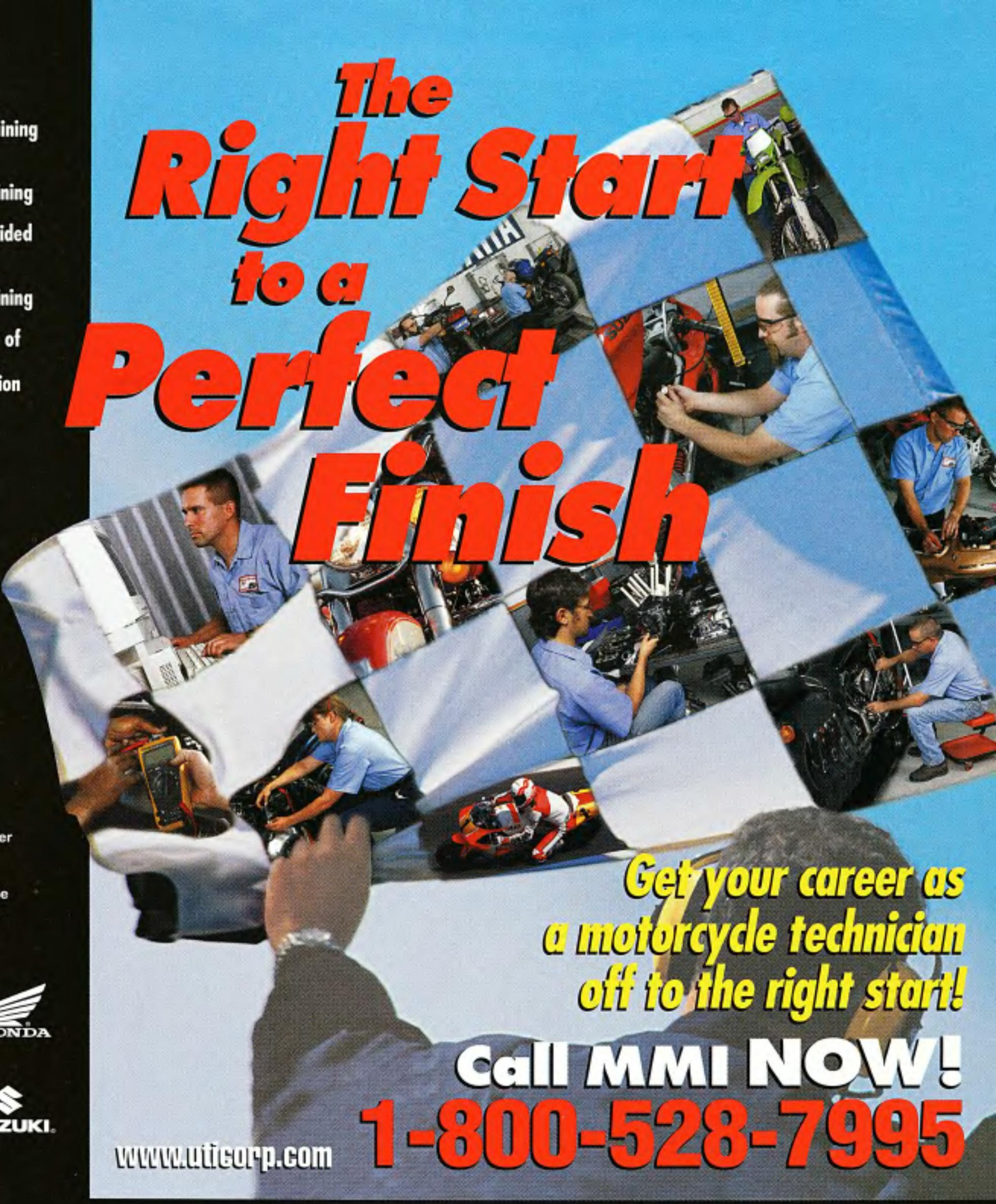

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Yes! Send me more info about MMI! ER1101

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☐ Financial Aid Info ☐ VA Info ☐ Arizona ☐ Florida

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a, 4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited to use or possess

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of $10,000 in medical insurance.

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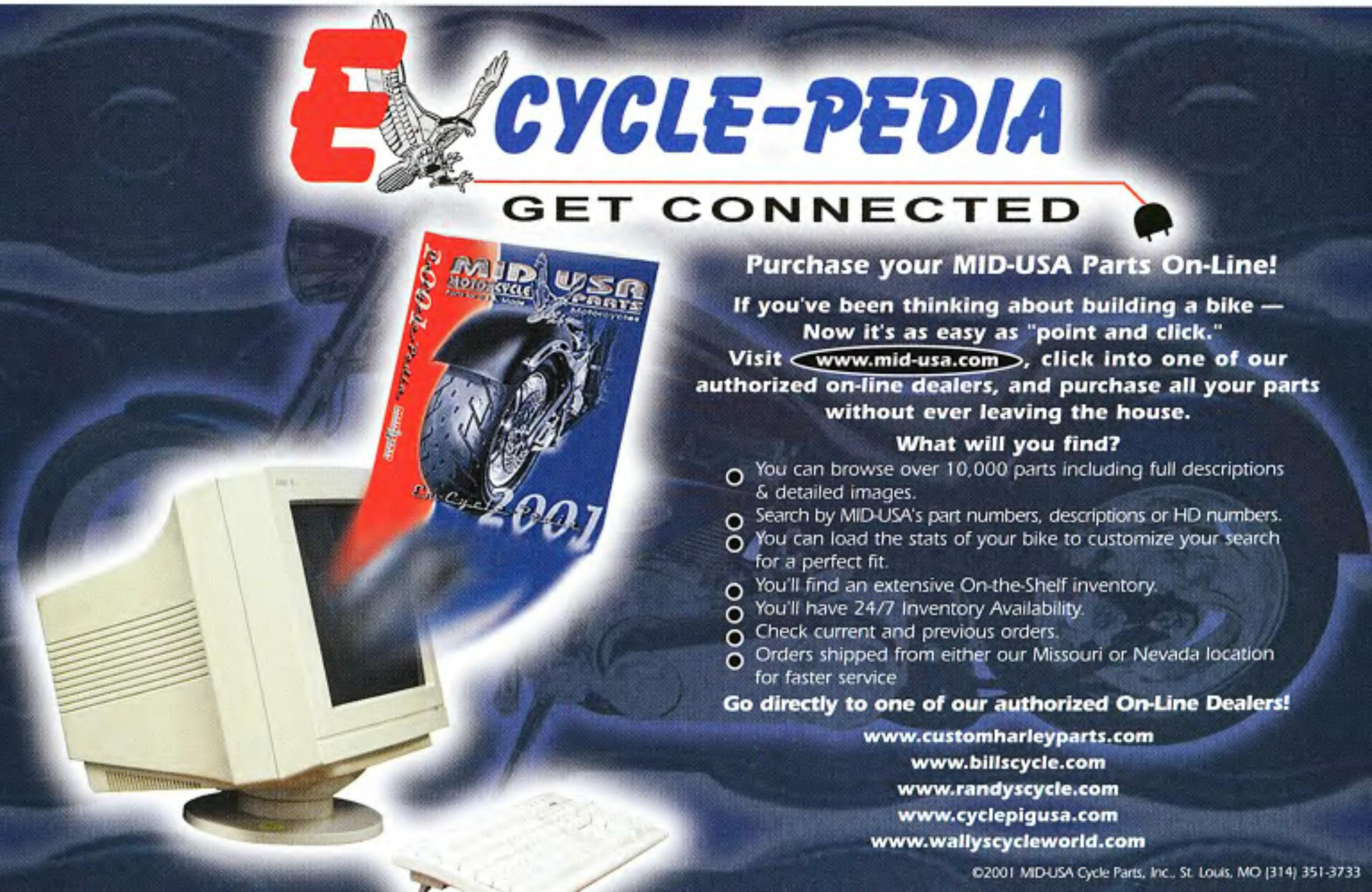

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Talking Tech

YOU'RE WAY OFF

Have you LOST your mind? I just got the August issue of *Easyriders* and couldn't believe my eyes when I hit the "Talking Tech" section. You tell the dude with the '74 Sporty that his shifter is supposed to be on the left, when it's supposed to be on the right. Left-side shift started in '75 with that series of weird linkage that disappeared in '77 when new-style cases were cast. And what the fuck's up with the panhead question? I can't believe that screw up. I'm frigging speechless here!!!

Rich Conte
Via the World Wide Web

Based on your letter, you don't seem speechless to me. Yep, Wrench missed the Sporty question by a year. Glad you're here to help. As for the pan question in that same issue, it's possible the guy had different barrels, but the point of the letter was that the guy was trying to measure stroke with connecting rod length. Wrench misquoted the columns—see we're all a little busy building bikes, runnin' shops, and getting this stuff out on time. What is more common is that someone has put 74-inch flywheels in a 61-inch motor (FL flywheels in EL cases) and used stroker plates to make up the difference. However, the point was to not measure stroke with connecting rod length. You are correct on the bore and stroke (3 5/16 x 3 1/2) you may give yourself a brownie point or some raisin pie.

ANOTHER SPORTY PROBLEM

I have a 1997, 1200 Custom Sportster and I am having some problems with my clutch. It seems extremely stiff. I've had it lubed a number of times and for a little while it would be like butter and I could enjoy my ride. But after an hour or two, it would stiffen right back up again. I put a $90 clutch assist on it and that seemed to help somewhat, but I was riding a poker run Sunday and my wrist hurt so bad by halfway through the run, I had to pull back with my shoulder to get home. Is this normal for a Sportster? When I bought it, it only had 3,450 miles on it. Other big burly guys laugh at me and make me feel like a pansy so I don't mention it anymore in front of them. And I'm not a tiny girl...unfortunately. I'm pretty strong and I've not had this same problem with other bikes. In fact, my boyfriend's bike is a Softail custom and I don't have that problem with his.

Colleen M. Clouser
Via the Internet

I wouldn't say it's normal, each bike is different. You should first try and replace the clutch cable. It sounds like it is frayed inside and causing trouble. This should have been checked every time it was lubed. On the other hand, your throw-out bearing could be in trouble. Take it to a reputable shop. Someone you trust. Don't let the Big Burly Guys do it for you!

NEEDS HELP BACKIN' UP

I'm hoping you can help me with an address for a company. I hear they make a tranny-side cover with reverse for Evo 5-speeds. It has a separate stick shift that's about 5 inches tall. I met a guy in Maryland riding a mid-1990s Evo trike with one. He said he rode from Florida and was pleased with it. Any help is much appreciated.

Gonzo
Leonardtown, Maryland

All sidecar and trike enthusiasts rejoice. Champion Sidecars has manufactured a mechanical reverse gear that when installed doesn't change the transmission dimensions allowing the use of stock exhaust and original mainshaft. Best of all it installs quickly and easily in about three to four hours. Just put the bike in neutral, shift into your new reverse and release, you're going backwards. Champion Sidecars Inc., Dept. Biker, 74442 Mount Joy Dr., Huntington Beach, CA 92648. 800-875-0949; www.championsidecars.com.

AND STILL MORE SPORTY PROBLEMS

I gotta 1974 XLCH (kick only). The problem I have is, when I first get the bike started and ride it; if I shut it off, it is a son-of-a-bitch to get started again. It has electronic ignition and a set of dyna coils. When it's running, it runs great. When it's not running, I'm just another pissed-off Sportster rider. Any advice?

Jef Kors
By Way of the Internet

It sounds like it could be a number of problems, but let's start (as you always should) at the beginning. Change your intake manifold seals. More than likely, they are probably O-rings and they are cracked and sucking air, especially when the motor is hot. Start there. Also check the manifold itself and make sure it's securely fastened. If that still doesn't solve your problems, see your dealer about your carb.

BAD BOY NEEDS MUSIC

I have a 1999 Road king and I really want a radio box that mounts to the windshield...just the box, I have the radio and speakers. I want to install it with the radio facing me. I will cut the holes for the radio and speakers. I might even install a cigarette lighter. What else is better than grabbin' a smoke, listenin' to tunes, and cruisin' down the highway? Help me out here guys.

Badboy
Via the Internet

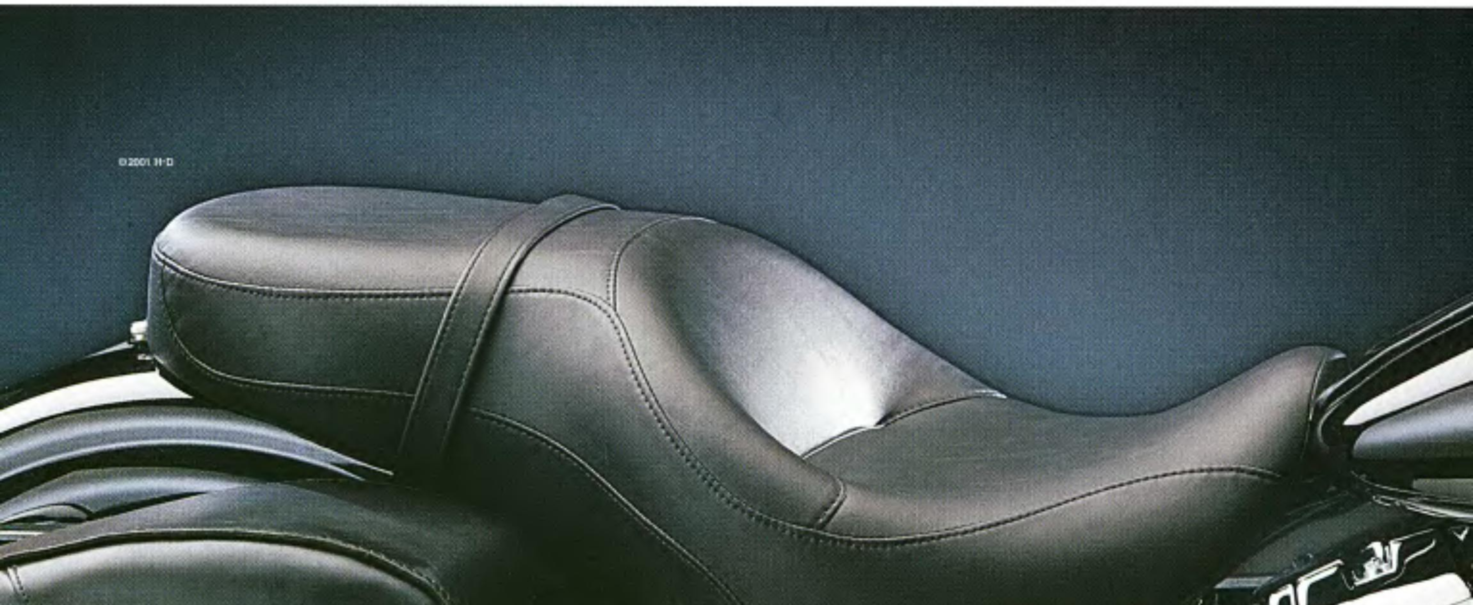
OK, Badboy...you really may want to think about changing that handle, but what the hell. I mean, unless you always dress in leather...not there's anything wrong with that. Well of course you want the radio facing you. How else would you hear it? I guess you could turn it away from you, but you'll then have to ride really fast to catch up to the sound. Get it? 'Cuz the sound's out in front....never mind.

Motor City Cycle designed just the thing you want and it was featured in the August 2000 issue of VQ *magazine (Issue #33). The Radio Box by MCC retails for $299.95 without the radio and speakers. However, the complete system is $599.95, and features a kick-ass Kenwood system. You can reach them at 877-622-9253.*

—Gearhead

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

"I really enjoyed you act, Miss. I've never seen that done with a hamster."



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HARLEY'S 2002 MODELS

With the dust from the earth-shattering news of Harley's new V-Rod still just settling, who would have figured that the Motor Company would have a whole lot left up their collective sleeves in the way of new products or designs. If you were thinking the V-Rod was it for 2002, you'll have to guess again.

Granted, the changes and additions to the rest of the lineup are not quite as dramatic, but they are certainly worth taking a look at, especially since it's not likely everyone is gonna dash out, trade in the ol' Softail and ride off on some new water-cooled scooter that looks like it belongs to Gort from *The Day the Earth Stood Still*.

For instance, after seeing Harley's new 883R Dirt Track Racer-replica Sportster (which every high school kid has just gotta have), and a number of new CVO bikes which everybody is gonna drool all over, 2002 looks like just a preview for the big doin's in 2003. Still, after riding the new V-Rod, we've just got to say, "*Gort, Klatuu Varata Nikto*." Which means, "Give us the V-Rod!"

—*Van Dyke*

VRSCA V-Rod

The newest offering from Harley-Davidson is poised to trounce all previous ideas of not only what a Harley-Davidson custom should be but also custom motorcycles in general. It's an exercise in pure American muscle, deeply rooted in Harley-Davidson's passion for power and decades of racing heritage. It's a bold new beginning, combining high performance with pure Harley-Davidson style. This is the first member of Harley's new family of custom performance motorcycles. Its name is the V-Rod.

Take a look at the long, lean lines of the anodized aluminum V-Rod and listen to the sound rumbling from deep within. The aptly named Revolution engine (see page 55) combines a host of technical traits combined with the kind of dramatic styling that one could only expect from Harley-Davidson. For anyone ready to boldly go where no man has gone before, the V-Rod is ready to take you there—at warp speed!

2002 SPORTSTER XL883R

The new XL883R brings a host of new features to the legendary Sportster platform. The 2002 Sportster 883R boasts an all-new 2-into-1 exhaust system that delivers the distinct exhaust note Sportsters are known for. Keeping with the performance theme, dual front disc brakes are standard on this 883 family member. The dual-disc design, coupled with 4-piston calipers, delivers exceptional braking performance. A black and orange Harley racing paint scheme is reminiscent of Harley-Davidson's racing heritage.

XLH SPORTSTER 883

The Sportster 883 is the pure essence of the sport—uninhibited and just plain fun. The Sportster 883 features a slender frame, narrow tank, classic solo seat, low-rise handlebar, staggered shorty dual exhaust and an amber-lit electronic speedo. At the center of it all is an 883cc Evolution V-Twin engine that responds with hefty chunks of torque. The Sportster 883 represents an excellent entry vehicle into the Harley family at an affordable price.

XLH SPORTSTER 883 HUGGER

By taking the distinctive styling of the Harley-Davidson Sportster and lowering the seat to just over 27 inches off the ground, you get the perfect angle for appreciating the solid muscle of the 883cc Evolution V-Twin engine. The Hugger is closer to the ground than any other Sportster with easy-to-reach handlebars and footpegs that make it a very manageable bike to ride.

XL 883C SPORTSTER

The Sportster 883 Custom continues to keep its punch. The low seat height and the boulevard styling with drag bars and forward foot controls give the bike a radical profile. The drag bars' unique mounting of the chrome speedo, the chromed bullet headlight, and sleek, two-up seat add a little street-racer style. The wheel treatment, 21-inch spoke front and solid16-inch disc in the rear, also add to the custom styling.

XLH SPORTSTER 1200

The Sportster XL1200 has classic, no-nonsense styling and a heritage steeped in performance. The pullback buckhorn handlebars with tach and speedo, a narrow 3.3-gallon fuel tank, quick-detach passenger seat and black and polished motor are a key part of the styling for the Sportster 1200.

XL SPORTSTER1200C

The Sportster 1200 Custom takes Sportster grunt to high style with forward foot controls, bullet headlight and drag bars with a unique set of risers. The black and chrome1200cc Evolution engine drives the point home and completes the look. Add to that a 21-inch laced front wheel and a16-inch slotted, chrome disc rear wheel and you're down the road on one of the best looking motorcycles ever.

XL 1200S SPORTSTER

If ever a bike embodied the name Sportster, it's the 1200S Sportster Sport. Black ceramic-coated pipes, hot cams, and dual-spark ignition send a strong performance message. As do the triple disc brakes and premium, fully adjustable suspension. The Sportster1200 Sport features a unique, tough look with its eye-catching powertrain and black satin ceramic-coated exhaust system.

CVO Dyna Wide Glide

Built on the framework of a Dyna Wide Glide, the FXDWG3 includes accessories you can only find on a Harley-Davidson CVO motorcycle. Features that include a chrome fuel tank console created specifically for the CVO bike by Willie G, a custom leather and ostrich seat and pillion, chrome floating brake rotors and lowered front and rear suspension. The FXDWG3 incorporates all of the Dyna Wide Glide model updates for model year 2002, including the 150-mm rear tire.

FXD DYNA SUPER GLIDE

Set low in a vibration-damping frame is a Twin Cam 88 engine that packs plenty of torque. A responsive 28-degree front end with dual-rate springs, fat bob tank, top-mount speedometer and stepped, two-up seat are all standard on the Dyna Super Glide.

FXDX DYNA SUPER GLIDE SPORT

This model's sinister good looks and strong functional traits make it an attractive choice for riders with a more aggressive riding style. These folks want a bike that's as much fun to ride on twisty roads and around town, as it is to look at.

FXDXT DYNA SUPER GLIDE T-SPORT

A new model in 2001, the Super Glide T-Sport represents Sport-touring the way Harley envisions it. With its excellent lean angle, nimble steering, generous power, comfortable seat, effective wind protection and ample storage, the T-Sport was created with twisty mountain roads in mind. Weighing in at 642 pounds, the FXDXT represents a lighter-weight touring option from Harley-Davidson in a new, long-distance model.

FXDL DYNA LOW RIDER

A mere 25.2 inches off the ground, the Dyna Low Rider is now the lowest Harley in the line. The raked 32-degree front end, new pull-back risers and low-rise handlebar, slammed suspension and new low-slung custom seat are all features that help define the Low Rider's boulevard look. Its long, low stance and easy-reach handlebar and foot controls will make the Low Rider a very popular choice for custom enthusiasts.

FXDWG DYNA WIDE GLIDE

Powered by the eye-catching black and chrome Twin Cam 88 engine, the Dyna Wide Glide isn't just a pretty face. The wide, raked fork, skinny 21-inch wire-laced front wheel, newly redesigned stepped seat, chrome headlight, factory ape hanger handlebar, forward-mount foot controls and passenger sissy bar provide plenty of style, and the rubber-mounted, 88-cubic inch V-Twin powertrain blasts you down the road.

FXST SOFTAIL STANDARD

The Softail Standard is classically and conservatively styled so owners can customize from mild to wild. At its heart is the Twin Cam 88B engine filled with smooth power. Underneath is the unique Softail suspension, which provides the clean lines of a hardtail. Classic laced wheels, a custom seat and wide handlebar give the Softail Standard an authentic look that's just the starting point for many owners.

FXSTB SOFTAIL NIGHT TRAIN

Harley riders have always had a special place in their hearts for the color black. The black-on-black Night Train has a profile that pushes the limit. Sink deep into the depths of its low, custom seat. Settle in behind the stainless drag bars perched on top of 6-inch risers, and a wide, raked fork straddling a 21-inch laced wheel. The hefty, 1-piece tank is settled over the bike's new Twin Cam 88B engine, which is blacked out, using wrinkle finishes.

FXSTS SPRINGER SOFTAIL

The Springer Softail is best known for its patented front end, which is styled after a1948 Harley-Davidson motorcycle. The Springer Softail is powered by the Twin Cam 88B engine. Enhanced by a traditional, low-profile headlight, a buckhorn handlebar and a 21-inch laced front wheel, the look of the FXSTS captures the history of a classic motorcycle.

FLSTF FAT BOY

The Fat Boy is deserving of its name especially now that it's powered by the Twin Cam 88B engine. There's nothing skinny about this machine: fat FL forks, a black and chrome engine treatment, shotgun exhaust, full-sized floor boards, and broad handlebars.

FXSTD SOFTAIL DEUCE

The Deuce was the most radically new Harley-Davidson motorcycle since the Hydra-Glide. The tank is a new stretched design. There's also a new rear fender as original as it is clean. The Twin Cam 88B engine sends it all down the road in one fluid motion.

FLSTC HERITAGE SOFTAIL CLASSIC

Styled to recall the past, the Heritage Softail Classic is a bike for riders who want the comfort of a modern bike with the classic look of a '40s hardtail. With the Twin Cam 88B engine and detachable windshield, the Heritage Softail Classic is ready to tour or cruise. Taking riders back in time are features such as: a fat front fork, classic studded leather saddlebags, chrome-studded seat, full windshield, floorboards, large chrome headlamp with twin passing lamps, and fat bob fuel tank.

FLSTS HERITAGE SPRINGER

Harkening back to the late '40s panheads, this model's front end boasts an exposed spring suspension, full-floating fender and classic horn. The classic tooled leather, crossover exhaust pipes with dual-fishtail mufflers, leather saddlebags, tombstone taillight and whitewall tires look spectacular. At the center of it all is the powerful performance of the new Twin Cam 88B engine, giving the Heritage Springer model a blend of new technology and classic styling.

CVO Screamin' Eagle Road King

Built on the framework of a Road King, the Screamin' Eagle Road King FLHRSEI reigns supreme. On the outside, hand-shadowed flames flow from the front fender to the saddlebags and right on to the rear fender. On the inside, the silver and chrome 1550cc Stage II Twin Cam engine grants the FLHRSEI rule of the road.

The SE Road King is crowned with plenty of Genuine Motor Accessories like its custom leather and natural StingRay seat. A matching set of chrome billet timer, derby and air-cleaner covers and minitach mount accentuate the newly designed, full-length fuel tank console. The FLHRSEI also has beefy chrome1 1/4-inch-diameter handlebars—and as a Road King first—the wiring for the hand controls and turn signals is found inside the handlebars.

The FLHRSEI comes in two custom colors—candy brandywine with color-matched flames or purple with silver flames, and incorporates all the updates of the 2002 Road King FLHRI model, but less than 2,400 of these customs will be produced. See road test on page146.

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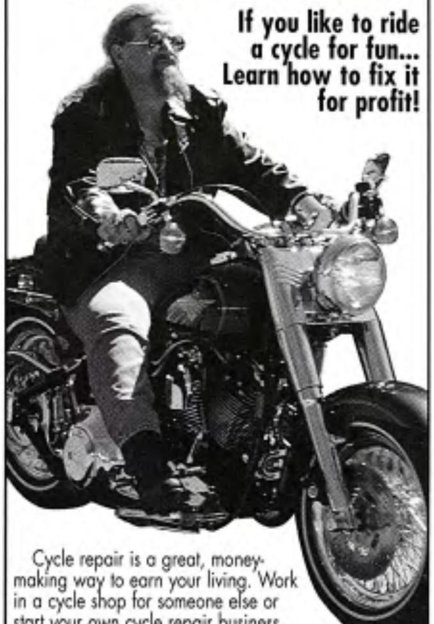

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FLHT ELECTRA GLIDE STANDARD

The Electra Glide Standard continues to appeal to the serious, yet cost-conscious rider. The Twin Cam 88 engine is isolation-mounted in a frame with air-adjustable suspension. There is an effective and stylish fork-mounted fairing, fuel gauge and voltmeter instrumentation, and spacious, weatherproof hard saddlebags. Without question, the FLHT is by far the most affordable touring model and comes ready for the long haul.

FLHR/I ROAD KING

The Road King is a touring bike that features the classic looks of a big, boulevard cruiser. At the heart of the Road King is the Twin Cam 88 engine, isolation-mounted in Harley's touring frame for comfortable highway-speed riding. The engine is offered in both carbureted (standard) and E.F.I. versions. A large, electronic speedometer mounted in a die cast chrome dash accent the Road King's traditional styling.

FLHRCI ROAD KING CLASSIC

The Road King Classic draws its styling cues from the storied Harley-Davidson motorcycles of the past, including wire-laced wheels, fat whitewall tires, and gorgeous leather-wrapped hard saddlebags that retain their shape mile after mile. Fender tips, gas tank, and seat valance all boast a unique chrome Road King Classic 3-D emblem for added style. The Road King Classic's black and chrome Twin Cam 88 engine comes standard withE.F.I., which is Harley's top-of-the-line fuel management system.

FLTR/I ROAD GLIDE

The Road Glide provides the rider with a smooth and stable ride that balances great throttle roll-on response and smooth highway riding with long and low custom looks. The Road Glide achieves its superior highway competence by utilizing a frame-mounted, wrap-around fairing that effectively cuts through the wind. The cockpit-style instrumentation is easily viewable and includes a 40-watt-per-channel sound system. Other standard features include hollow spoke alloy wheels, a low-slung custom touring seat, air-adjustable suspension, and lockable hard saddlebags.

FLHTC/I ELECTRA GLIDE CLASSIC

The Electra Glide Classic represents the best combination of comfort, functionality, and price in top-of-the-line touring. The FLHTC/I offers a wind-splitting, fork-mounted fairing, plush passenger pillion and backrest, 40-watt-per-channel sound system with AM/FM/WB stereo cassette deck, a spacious King Tour-Pak, and hard saddlebags as standard items. Additionally, the Electra Glide Classic is available in both carbureted (standard) and electronic fuel-injected versions.

FLHTCUI ULTRA CLASSIC ELECTRA GLIDE

The Ultra Classic Electra Glide has all the features of the Electra Glide Classic, and more. The Ultra offers electronic cruise control, 40-watt-per-channel, 4-speaker, AM/FM/cassette sound system, separate passenger radio controls, CB, intercom and headset. Lower fairings come standard offering convenient storage compartments. The King Tour-Pak is carpet-lined and comes with soft luggage liners as well as dual tail/stop lights. Its power source is the Twin Cam 88 engine.

V-Rod Engine

To create a modern, EPA-friendly powerplant, Harley-Davidson found inspiration in their superbike race team and chose a modified version of the VR1000 platform as the foundation for their new line of bikes and spent years refining it with the help of Porsche.

The introduction of contemporary technology such as liquid-cooling, dual overhead cams and downdraft fuel injection are bold new steps for Harley-Davidson—steps that make the old school guys shudder and technophiles drool.

To help make the Revolution the smoothest Harley ever, the new liquid-cooled motor is not only rubber mounted but also has a single gear-driven counterweight to make vibration a thing of the past. Again, some will love it, some won't. However, the Revolution powertrain remains true to Harley-Davidson's heritage by delivering trend-setting style and durability, as well as a dramatic increase in horsepower. The 1130cc, 60-degree V-twin has adhered to its racing heritage while setting new standards thanks to Harley-Davidson's extensive testing program. Not since the introduction of the OHV knucklehead in '36 has there been such a dramatic change in a Harley motor. But as with the change to overhead valves, progress is essential or you get left in the dust.

Being over-square, meaning the bore is greater than the stroke, Harley was able to fit four valves into each of the heads that crown the 3.94-inch bore cylinders. The state of the art, sequential-port fuel injection literally pours fuel into the combustion chamber where the 11.3:1 compression ratio pistons squeeze the fuel charge that's drawn in through a pair of intake valves and exits through yet another pair of exhaust valves. More valves means more volume passes through the cylinders with less cam lift creating a quieter, more durable valve train while the bucket-over-shim valve adjustment helps keep the valve train quiet. Lubrication comes from a wet sump, gerotor-style oiling system that keeps the plain-type, hydrodynamic main and connecting rod bearings well fed with slippery stuff.

With all this in mind, stop by your local Harley dealer and check one of these aliens out—we think you'll be pleasantly surprised.

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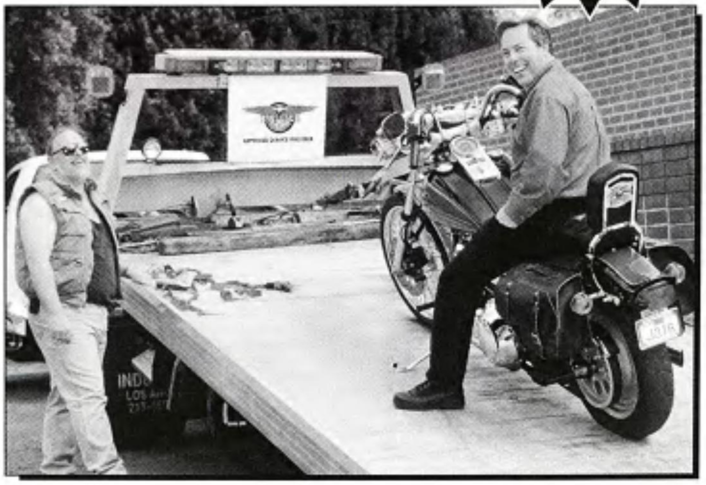

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SAGA

JAMES HETFIELD'S BOBBED CHOP

I have a lot of respect for guys who tell it like it is. No bullshit, no lines, nothing but straight forward info. Damn, I'm startin' to sound like Sgt. Friday from *Dragnet*. Think about it though, don't ya hate asking someone about their bike and they give ya about a three-hour dissertation-complete with pie graphs on how bitchin' their scooter is. Wouldn't you rather look at a bike, see what it's about and have 'em say to ya, "Yeah, it's pretty much a bobbed, Frisco-style

Easyriders

chopper." That's it. No "ya gotta see the trick blah, blah, blah...." Ya do, don't ya. Then you should have been there when we caught up with James Hetfield of Metallica, near San Francisco, California, to talk about bikes and shit.

James isn't the kind of guy who's gonna lie to ya about all the time he spends on the bike. In fact, when asked, he'll tell ya it was only three or four years ago when he got started. "I was with our tour manager, Patrick Ledwith, in Daytona in '95. He rented a couple of bikes and I decided to take one and go for a ride." James' next step was the same we all took, "I went into an underground garage to try it out before hitting the streets. I dropped that baby more than once down there. We were nice guys and bent everything straight before we returned it." Yup, been there-done that. "It's funny," James continued, "I waited until I had the wife and kids before I really got serious about all this." Yeah, a little backwards, but what the hell.

As far as the bike goes, what ya see is what ya get. " I wanted a stripped down, down-to-Earth, non-Easter egg, just real-shit bike." See? Told ya. "I've spent some time checkin' out bikes and saw details and designs I liked and then tried to put it all into motion." This is where the story got a little tricky. "Saga is the perfect name for this bike. In '96 I was spending a lot of time in New York and saw a lot of these stripped down styled choppers so...I got the bug to get one of these built. Unfortunately, it was also the time when I was leaving to come back to the left coast." Not to go into a whole lot of detail on the problems he had getting this feat accomplished, we'll cut to the chase, " It winds up with my friend, George Hearns, 'repossessing' the bike in milk crates from the original builders. It then went to Butch Garcia at Ultimate Custom Cycles. Butch was great, but had to spend a lot of time chasing and replacing parts, and repairing shit the first guys fucked-up. And, this whole time. I'm tryin' to help out from Frisco-not at all easy." Yep, quite a saga, indeed.

Fast forward a few years and he finally has his bike to cruise around on. Since there's never enough time to ride when you're on the road, the bike stays under watchful eye in the Frisco area. In fact, you'll probably see James riding around the back roads and hills of Northern Cal, as he takes off whenever he can. " When time and weather permit, I just like riding and knowing it's just me and the bike out there. You, know, no one to answer to, nobody tellin' ya shit. Simple."

So, there you have it. Straight to the point, no bullshit. What else was there to do except check out the hooters on our model Allison, right? Oh yeah, almost forgot, there are plans and schemes being worked out for James' next bike with Jesse at West Coast Choppers. Besides that, James says, "I plan on doing some more song writing. There are always ideas waitin' to get out, do some shows, and hire a new bass player...not necessarily in that order."

If ya really want to know the straight shit from people...ya just gotta ask.

—Oil Can

All the latest info on Metallicacan be found by logging onto their official Web site: www.Metallica.com. And look for their new magazine So What *on sale now.*

Easyriders

passin' gas

It's October and an Indian chief thinks it's going to be a cold winter, so he instructs his tribe to gather wood. In order to double-check his prediction the chief calls the National Weather Service and asks a meteorologist if it looks to be a cold winter. He is told that "all the indications are such that we think it might be a cold one." So the chief has his people find extra wood, just in case. A week later he calls the National Weather Service again, and they confirm that a harsh winter is heading their way.

The chief orders all his people to scavenge every scrap of wood they can. Two weeks later, he calls the weather service again and asks, "Are you absolutely sure this winter is going to be very cold?"

"Absolutely," replies the man, "the Indians are out there collecting wood like crazy!"

Rock Monster and Rob Starnes
North Carolina

Two Italian men were sitting behind a woman on a bus. "Emma come first," one of the men said to the other. "Denna I come. Two asses, they come together. I come again. Two asses, they come together again. I come again and pee twice. Then I comea once more."

"You pigs," yelled the lady, "in this country we don't talk about our sex lives in public!"

"Hey, coola down lady," the man said, "Imma justa tellun my friend howa to spella Mississippi."

Big Jim
Greensburg, Pennsylvania

After the gofer delivered some scooter parts to a Harley shop in Beverly Hills, the owner says, "What's the usual tip for you gofers?"

"Well," replied the youngster, "this is my first delivery here, but the fellas at the shop say if I get 5 bucks outta you, I'm one lucky dude."

"Is that right?!" snorted the owner. "Well just to show them how wrong they are, here's a crisp new 20 dollar bill."

"Thanks," replied the youngster. "I'll put this in my school fund."

"What are you studying," asked the owner.

The youngster smiled and replied, "Psychology."

Buzzard

Panhead Pete had been poundin' dollar drafts all day at the bar. Finally, he gets up and staggers to the toilet. A few minutes later a loud bloodcurdling shriek comes from the men's room. Minutes after, another shriek is heard throughout the bar. So the bartender pounds on the bathroom door. "What's all the screaming about in there?" he asks. "You're scarin' the shit outta the customers!"

"I'm just sittin' here on the toilet," says Pete, "and every time I try to flush, something comes up and squeezes the hell outta my balls!"

With that the bartender opens the door, looks in, and says, "You asshole, you're sitting on the mop bucket!"

Robert Hutchinson
Whiteville, Tennessee

A very attractive woman goes up to the bar in a quiet rural pub. She gestures alluringly to the bartender who comes over immediately. When he arrives, she seductively signals that he should bring his face closer to hers. When he does so, she begins to gently caress his full beard. "Are you the manager?" she asks, softly stroking his face with both hands.

"Actually, no," the man replies.

"Can you get him for me?" she asks. "I need to speak with him," she says, running her hands beyond his beard and into his hair.

"I'm afraid I can't," breathes the bartender. "Is there anything I can do?"

"Yes there is. I need you to give him a message." she continues huskily popping a couple of fingers into his mouth and allowing him to suck them gently.

"What should I tell him?" the bartender manages to ask.

"Tell him," she whispers, "there is no toilet paper or hand soap in the ladies room."

Barry Davis
Eldorado, Texas

A farmer has about 200 hens, but no rooster and he wants chicks, so he goes down the road to the next farmer and asks if he has a rooster.

"Yeah, I've got this great rooster named Randy," the second farmer says. "He'll service every chicken you've got, no problem."

Well, Randy the rooster is a lot of money, but the farmer decides he'd be worth it and buys Randy. He takes Randy home and sets him down in the barnyard, giving the rooster a pep talk. "Randy, I want you to pace yourself now. You've got a lot of chickens to service here, and you cost me a lot of money and I need you to do a good job. So take your time and have some fun," the farmer says with a chuckle. Randy seemed to understand, so the farmer points toward the hen house and Randy takes off like a shot. Wham! He nails every hen in there three or four times and the farmer is just shocked!

Randy runs out of the hen house and sees a flock of geese down by the lake. Wham! He gets all the geese. Randy is up in the pigpen; he's in with the cows. Randy is jumping on every animal the farmer owns. The farmer is distraught, worried that his expensive rooster won't last the day. Sure enough, the farmer goes to bed and wakes up the next day to find Randy dead as a doorknob, stone cold in the middle of the yard.

Buzzards are circling overhead. The farmer, saddened by the loss of such a colorful animal shakes his head and says, "Oh Randy, I told you to pace yourself. I tried to get you to slow down, now look at yourself."

Randy opens one eye, nods toward the sky and says, "Shhh, they're getting closer."

Scooter J.
Winslow, Arizona

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....James Hetfield
City:........San Francisco, California

General

Fabrication: ....Butch Garcia/ Bernie Fink
Year/make:....................'97 Special Construction
Model: ....chopper
Assembly: Ultimate Custom Cycles
Time: ....2 fuckin' years
Chroming: ....Pilgrim Plating/ Kim Colla

Engine

Year:..1997
Model:......................................S&S
Rebuilder: ....Norman Boeck
Ignition: ....Crane Hi-4
Displacement: ......96 cubic inches
Lower end: ....S&S
Balancing:................................S&S
Pistons:....................................S&S
Cases and Heads: ....S&S
Cam and Lifters:......................S&S
Carb:..........................S&S Super E
Air cleaner: ....S&S
Pipes: ....Samson
Mufflers: ....Samson

Transmission

Year: ....1997 Sputhe
Modifications: ....5 in a 4
Shifting: ....leadfoot boot
Engine sprocket: 25-tooth
Trans sprocket: 23-tooth
Wheel sprocket:................51-tooth

Painting

Airbrushing: ....John Cassatto
Painter: ....Kirk Taylor at Custom Design Studios
Color: ....candy root beer
Special paint: ....John Cassatto

Frame

Year:..1997
Builder: ....Santee
Type: ....softail-style chopper
Rake: ....30 degrees
Stretch:..............................4 inches

Accessories

Bars: ....Late Night
Handlebar controls: ..Performance Machine
Fender:........................6 inches flat
Headlight: ....Bates
Taillight: ......side-mount Iron Cross
Electrics: ....Bernie Fink
Foot controls: ....Performance Machine
Gas tank: ....Frisco'd King
Oil tank: ....spun
Primary: ....Primo 3-inch open
Primary cover: ....Tommy Scahill at Scahill Racing
Seat: ....Piece Leather/Paul Cox
Mirrors: ..Chopper Guys Iron Cross
Grips: ....12 Guage

Forks

Type:.................................Springer
Extension: ....4 inches over
Builder: ....Paughco

Wheels

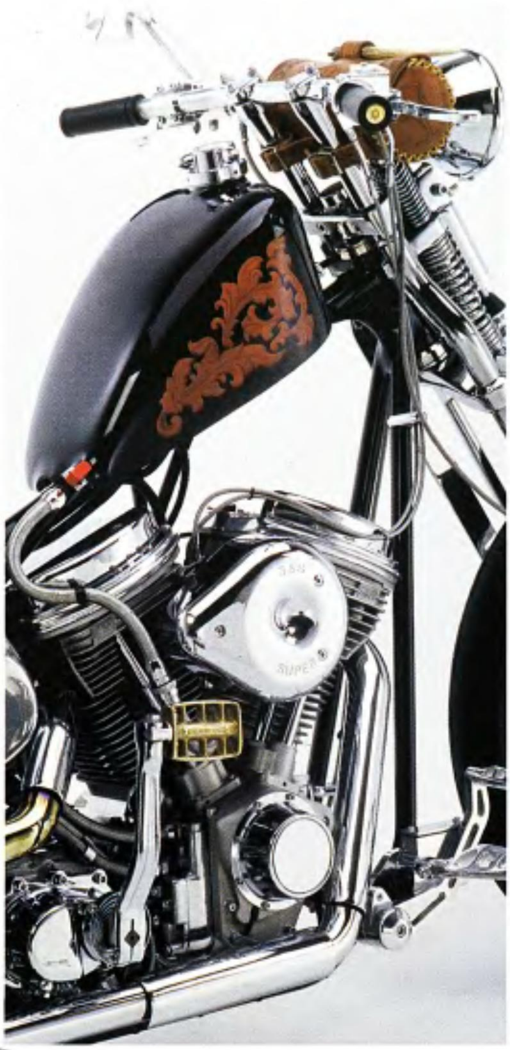
Front

Size: ....21 inches
Hub: ....Stainless
Tire: ....Avon
Brake:..........Performance Machine

Rear

Size: ....16 inches
Hub: ....Stainless
Tire: ....Avon
Brake:..........Performance Machine

Photos: ....Mike Chase



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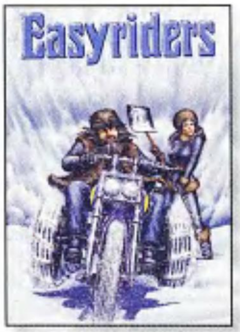

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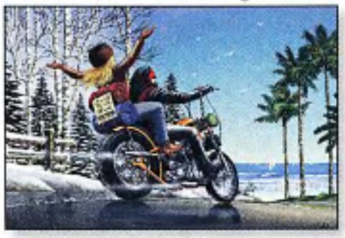

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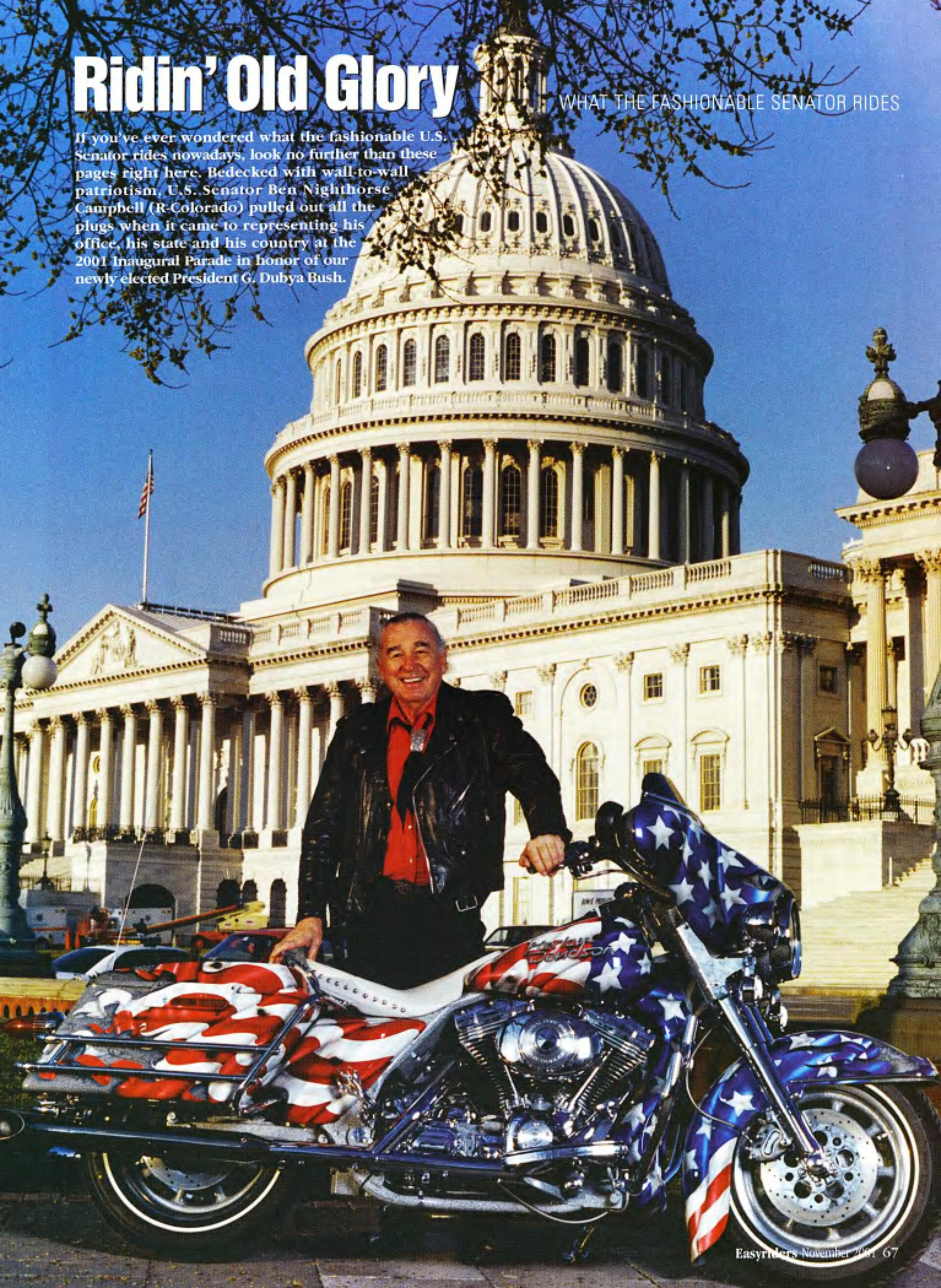
Ridin' Old Glory

WHAT THE FASHIONABLE SENATOR RIDES

If you've ever wondered what the fashionable U.S. Senator rides nowadays, look no further than these pages right here. Bedecked with wall-to-wall patriotism, U.S. Senator Ben Nighthorse Campbell (R-Colorado) pulled out all the plugs when it came to representing his office, his state and his country at the 2001 Inaugural Parade in honor of our newly elected President G. Dubya Bush.



Literally covering her from head to toe, or front fender to taillight in this case, with Old Glory and the good, old red, white and blue, the senator spared no expense in making an average FLHTC into something downright regal and, well, worthy of being seen in so important a parade. But since senators usually aren't wrenches, and even if they were, they tend to be pre-occupied with other, more important things, they need to go elsewhere to have their senatorial chariots worked on. Senator Campbell went to Harley-Davidson of Washington in Ft. Washington, Maryland.

"We left no screw and no bolt unturned," says Mickey Donaldson, who was put in charge of sprucing up this stately carriage. "We took everything apart and put it all back together."

It took Mickey about a year to complete the deal, but that was "because we had to send everything out; the parts to be chromed at Mectec, the frame and sheet metal to be painted and powdercoated at Wet Paint, and so on."

Basically, the senator wanted to stay true to the FLHTC concept, but the ride should also be reminiscent of the old Electra Glide, while at the same time be able to impart on any viewer, regardless in what dusty Bedouin tent they might be watching CNN, that this an American parade.

Donaldson took care of all the mechanical provisions by substituting stock parts and assemblies with products from Harley's Screamin' Eagle catalog, like the 1550 cams, pistons, cylinders and high-flow induction air kit, giving the senator a full 95 cubic inches under his senatorial posterior.

While Donaldson had his hands full, a lot of other details were handled by Greg Thalis and Gene Garbarski at Wet Paint, the obvious being the outstanding paint job and the morale boosting graphics.

"Basically, the senator came in with a concept," explains Greg, who owns the shop. "He came in with a photo of what he wanted, but when we showed him some similar things we'd done and then drew up a sketch of what we could for him, he was all gung-ho and gave us pretty much free reign."

But drawing up a sketch and actually doing a paint job are two very different things. "We worked our butts off on that thing," Greg admits. "For 18 days we worked exclusively on this bike, something we usually never do. We had to line everything up for the whole thing to flow smoothly and continuously. Then we laid down a white base, taped it off, laid down the blue, taped it off, and then shot the red on. But the kicker to the whole thing is the bullet holes in Old Glory and all the shreds and tatters. They are very realistic. Plus the stone work on the saddlebags turned out really nice, too."

But that wasn't everything: the frame was ground down before it was sent out, the rear fender stretched, and the front fender cut horizontally "so we could bend it tighter around the wheel and keep it from hitting the Corbin air damn. We also cut 6 inches off a Fat Bob rear fender and attached the piece to the front fender, which now almost comes down to the ground," Greg adds.

Of course, everything was done just in time for the Inaugural Parade, which also came off without a hitch. Unfortunately, the weather gods were crying, and we don't know if they shed tears of joy or misery. It probably depended on what party they belonged to. Old Glory got soaked, and along with her so did senator Ben, but both have withstood far more inclement weather through the years.

And how did the senator himself enjoy the ride? Unfortunately, we don't know, because he was too busy doing senatorial deeds to tell us, like prohibiting by law the cloning of fellow human beings, or staving off that nasty Mad Cow disease. But judging by the smile on his face, we can assume that his two-wheeled Old Glory brings him a lot more joy than any mad cow ever could. *—Red Baron*

Owner: Senator Ben Nighthorse Campbell
City: Ignacio, Colorado

General
Fabrication: Mickey Donaldson
Year/make: 2001 Harley-Davidson
Model: FLHTC
Assembly: Ft. Washington H-D
Time: one year
Chroming: Mectec

Engine
Year: 2001 Harley-Davidson
Rebuilder: Mickey Donaldson
Ignition: stock
Displacement: 95 cubic inches
Pistons: 1550 pistons/H-D
Cases: stock/powdercoated

Heads: stock/powdercoated/hexed
Cam: Screamin' Eagle
Air cleaner: Harley Hi-Flow
Mufflers: Paughco turnouts

Transmission
Year: 2001 Harley-Davidson

Painting
Molding: Wet Paint
Painter: Wet Paint/Greg Thalis
Color: candy red/white/blue
Special paint: Gene Garbinski

Frame
Builder: Harley-Davidson
Type: 2001
Shocks: stock/painted

Accessories
Fender(s): stock/custom paint
Taillight: '59 Cadillac
Speedo: Harley-Davidson
Dash: Harley-Davidson
Front pegs: Harley-Davidson
Rear pegs: Image
Seat: Corbin
Mirrors: Harley-Davidson
Grips: Harley-Davidson

Forks
Type: stock/chromed
Builder: Harley-Davidson
Special features: air horn under fairing

Wheels
Front
Size: 16 inches
Rim width: 3 inches
Tire: stock
Brake: stock
Rear
Size: 16 inches
Rim width: 3 inches
Tire: stock
Brake: stock
Photos: Mike Lichter

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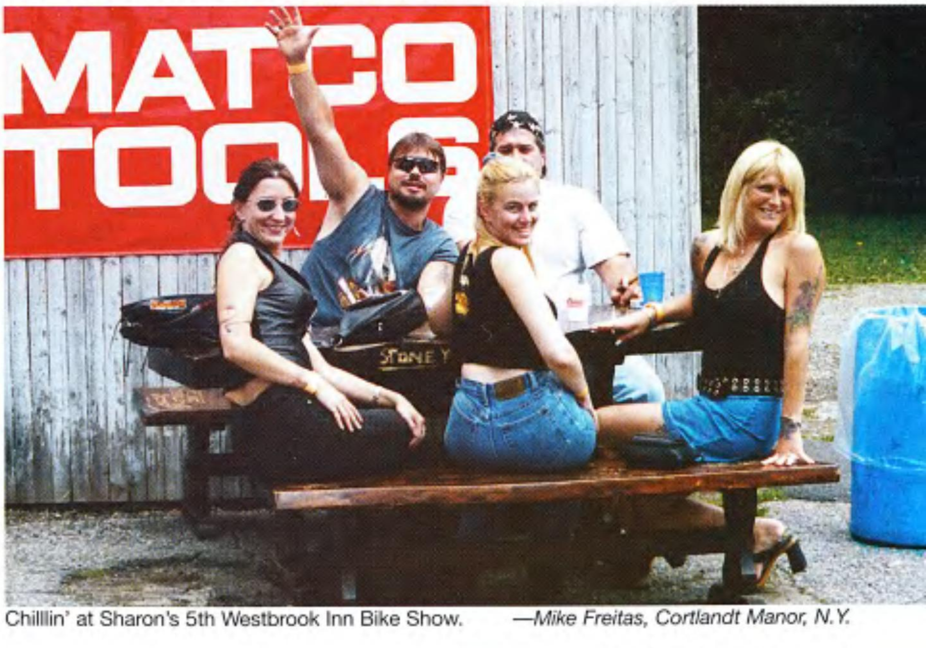
—Outback G4, High Chaparral, Anderstorp, Sweden

New Age Injun, on the prowl. "How!" *—Teddi S. Loch Lomond, Calif.*

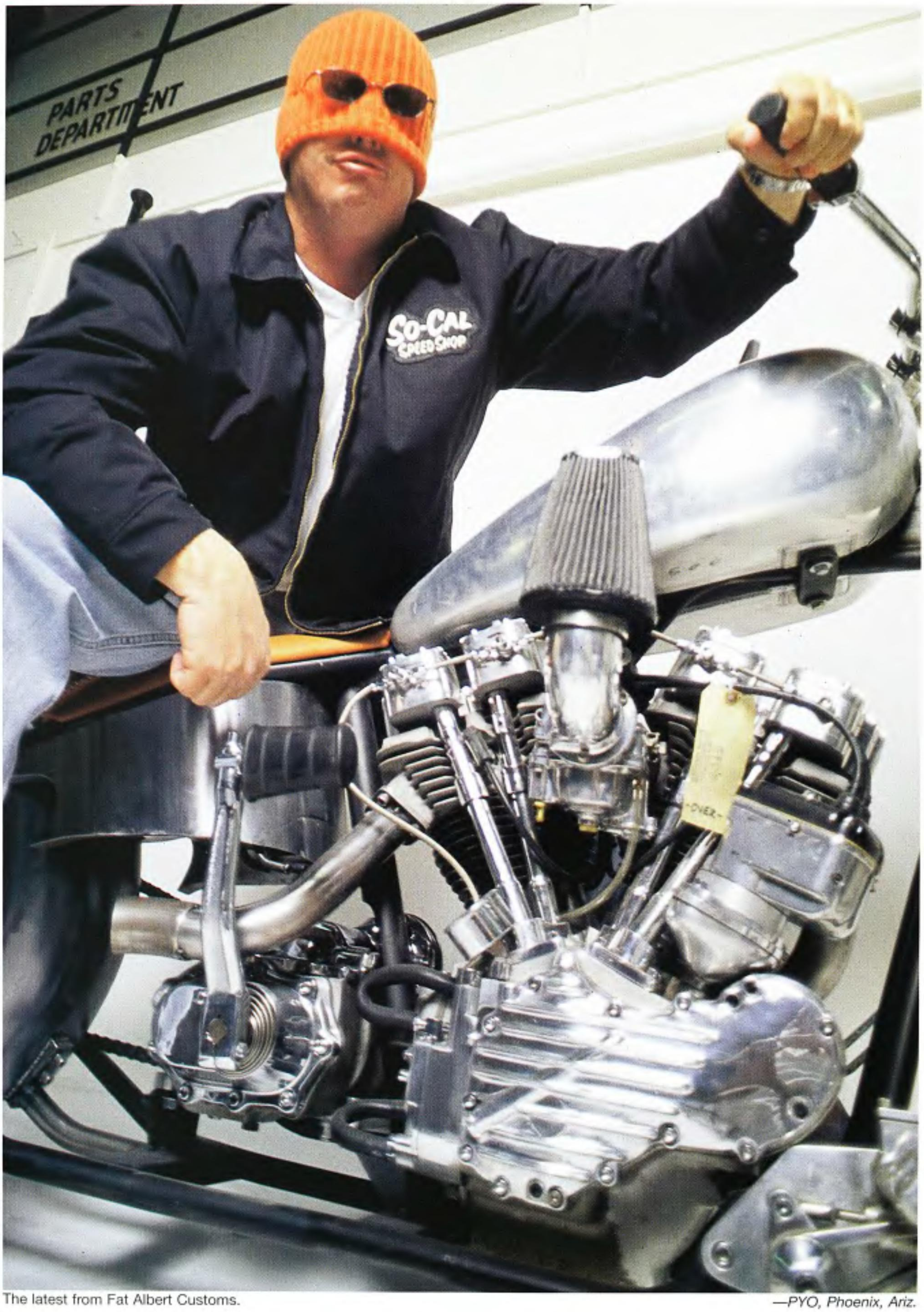
—Scott Southwick, Easthampton, Mass.

Lounge lizard. *—Nancy Jermyn, Sanford, Fla.*

The cavalry's here! ABATE of Oklahoma rodeo. *—Stripe, Waynoka, Okla.*



Chilllin' at Sharon's 5th Westbrook Inn Bike Show. *—Mike Freitas, Cortlandt Manor, N.Y.*



The latest from Fat Albert Customs. —PYO, Phoenix, Ariz.

"Hey, Critter, where's that hand brake?" *—Tracy Holliday Photographs, Kaukauna, Wis.*

Looking for the famous Myasshurts Dragon. *—Wanda Hagins, Tybee Island, Ga.*

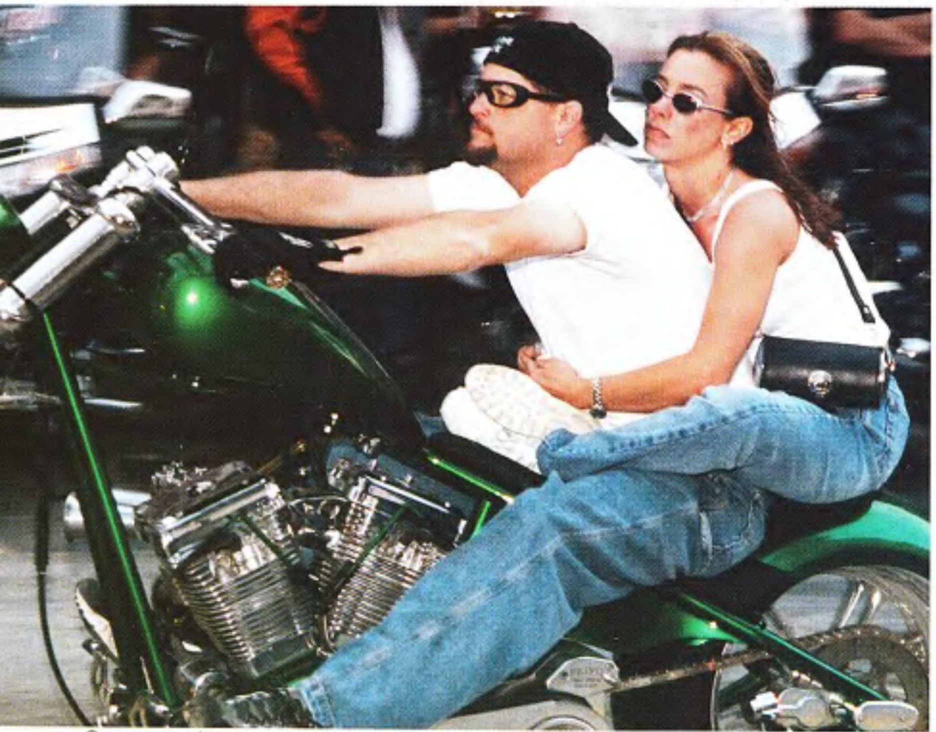
And so lifelike! *—Lee Talvitie of Denise*

"Why, Johnny Ringo...I'm your huckleberry." *—Ken Karagozian, Performance Specialties crew at the Old Place, Cornell, Calif.*

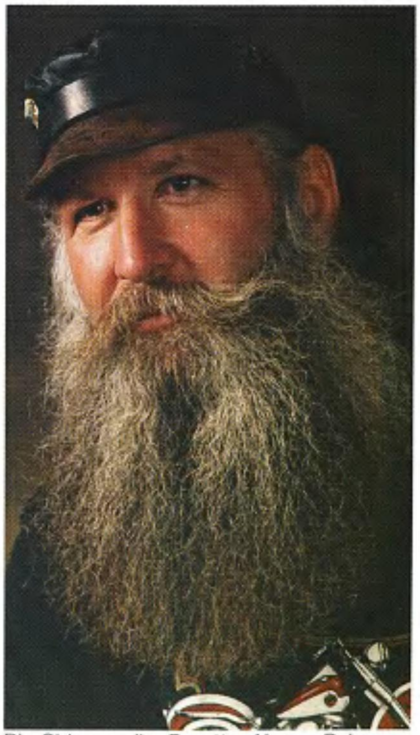
Stars and Stripes gauntlet. —*Chrome & Steel Photography, Omaha, Neb.*

—*Wayne Anderson, Virginia Beach, Va.*

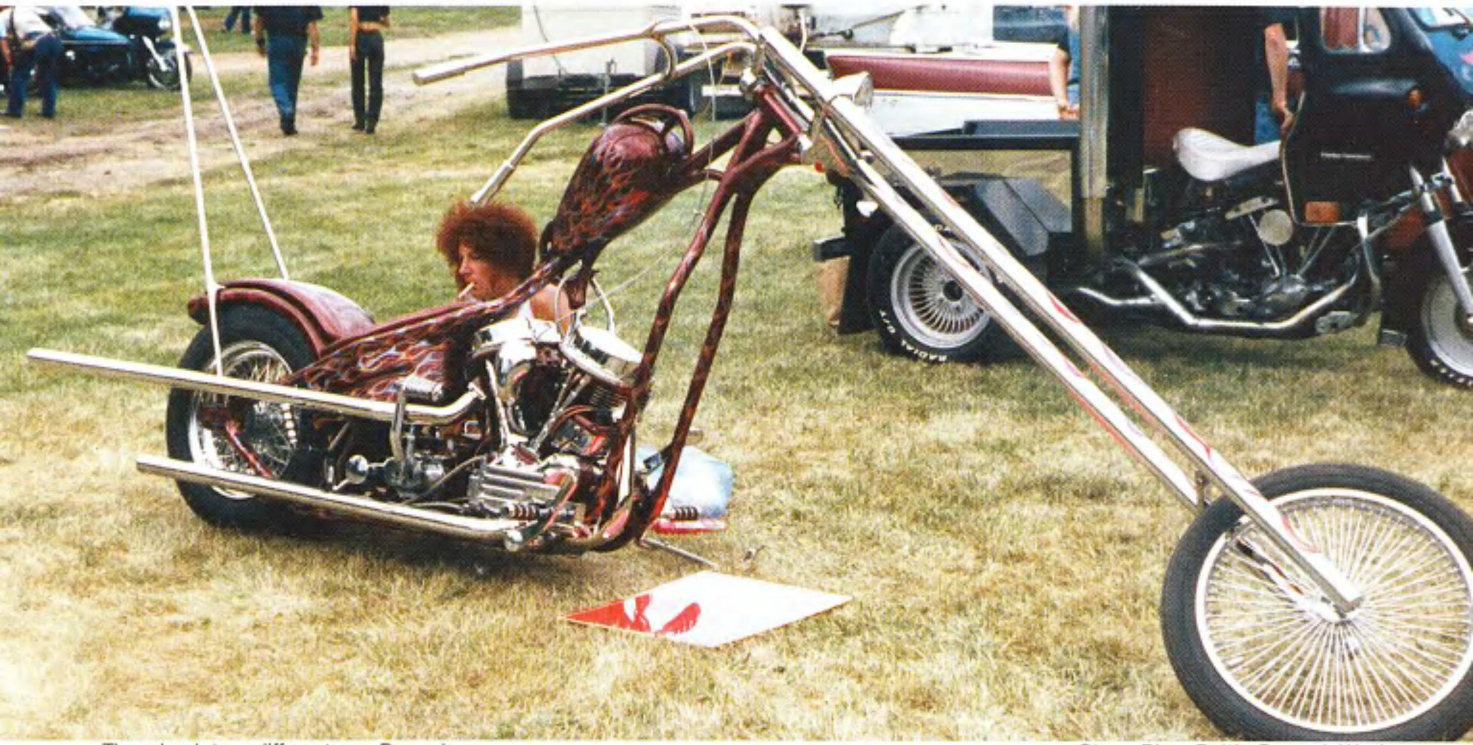
Stylin'. —*Jennifer Martinez, Skid Row, L.A.*



Green meanie. —*Lou Camerota, Daytona Bike Week '01*

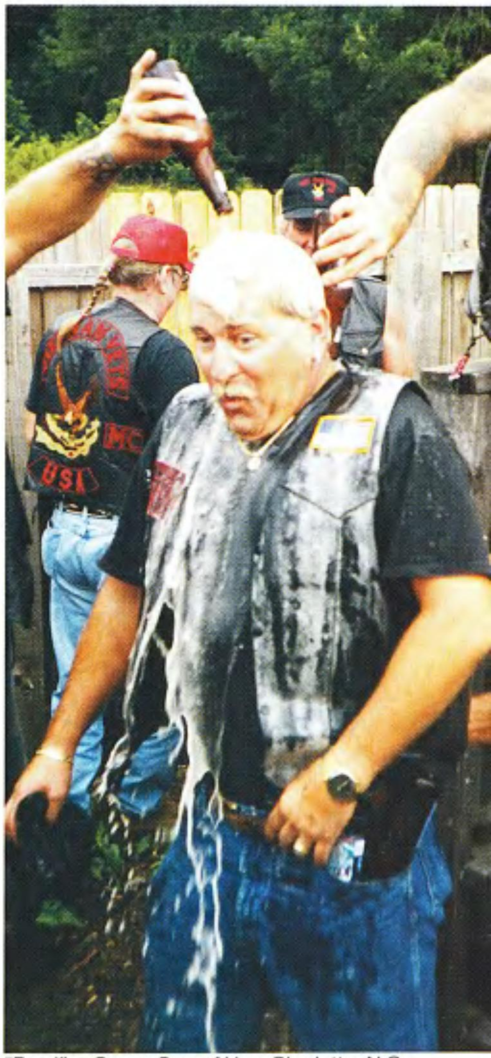


Big Sid. —*Jim Payette, Abaco, Bahamas*



Throwback to a different era. Damn long. —Stone Blue, Battle Ground, Wash.

Roadside attractions. —Dieter Buettner, Stockstadt, Germany



"Brrrr!" —Gypsy Carr of Van, Charlotte, N.C.

"Don't shoot!" —*Grove and Pam McBride, Antlers, Okla.*

Bosom buddies. —*Wild Life Photo, Fla.*

Trace and Steve. —*K.D. Parks, Laughlin Run*

A sighting of the famous watermellon fish. —*Lou Camerota, H-D of Camden Co., N.J.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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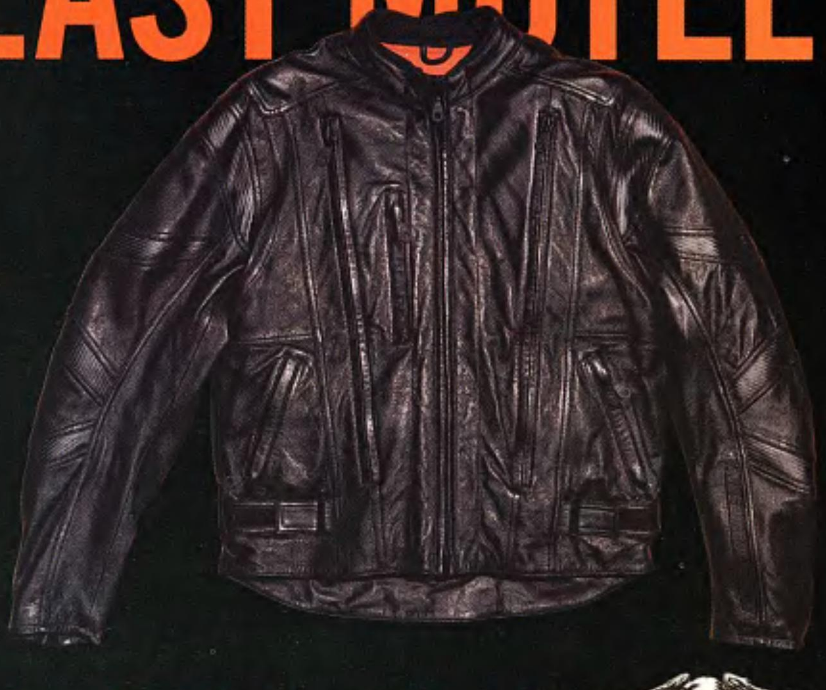

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Bike guys gotta love Peter Vecvanags' job. Peter V. gets to dream up and then build at least a couple customs a year, and get this, it's all on somebody else's nickel. Peter is the in-house bike builder at Performance Machine, and every time the company comes up with something new they want to shout about, they do it with an outstanding show bike.

PM's head honcho, Perry Sands, puts out the call and points the direction, then Peter, who's usually the guy who R&D'd the trick new piece being displayed, hits the shop running.

This time around the featured part was Performance Machine's brand-new 18- by 8.5-inch Phat Wheel, and the bike to show it off, natch, would be the Phat Bike. But not too fat; the intention, remember, was to direct attention toward that rear wheel. Perry and Peter decided that a bare-bones rigid would be the perfect platform to build on, and picking through their new stock of wheels, the Seville model, with a matching 19-inch front, best suited the simple style. To make sure that big back rim didn't get hidden, a drive-side brake version was chosen, a wheel leaving its right-side wide open to admiration, and hopefully lots of orders.

Peter began his build with an Xtreme Cycle Design frame, fitting a 35-degree rake Storz fork and matching triple trees to the front, a 107-inch TP Engineering engine and 5-speed transmission to the middle, and a Jesse James fender to the rear, a tire cover trimmed back to barely hide the Avon 250 on that Phat Wheel.

Those were the basics, now check out Peter's details. Like the tricky little 2-into-1 exhaust? That's Peter's. How about the motor mounts, with the upper one neatly incorporating the plug wires? Nice, huh? Take notice of the chain guard too, and while you're back there note that the sprocket is design-matched to the wheel. Now move over to the other side of the bike. Look at that mounting bracket for Mikuni's K&N; hollowing out the bolts, Peter put the engine's breathers right through the bracket. Clean work, all of it.

The guys at Performance Machine say it's always damn near a fist-fight when it come to picking a color for one of their show bikes, but not for this one; Perry pointed to his hot-rod '32 Ford roadster and said, "Let's make it just like that." The custom-mix purple is perfect and is complemented by lots of shiny aluminum.

Completed just in time for the V-Twin Expo and Cincinnati trade show, the Phat Bike has been earning its keep ever since, traveling the country from Daytona to Sturgis to Laughlin.

Oh yeah, a little postscript. While Peter was elbow-deep dug in building this bike he was also working out the details on another project, PM's Phatail conversion kit for Softails, a bolt-on Phat Wheel for stock Harleys and the setup doesn't require any engine or transmission offset. A Phat Bike for the masses, so to speak. We can't wait to see it. *—Joe Kress*

Owner: Perry Sands
City: La Palma, California

General
Fabrication: Performance Machine
Year and make: 2001 Special Construction
Model: Phat Bike Hardtail
Assembly: Performance Machine
Time: 1 year
Chroming: not much, all polished aluminum

Engine
Year and model: 2001 TP Engineering
Rebuilder: TP Engineering
Ignition: Dyna
Displacement: 107 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Cases: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni
Air cleaner: K&N
Pipes: custom, by Peter V.

Transmission
Year: 2001
Modifications: TP Engineering, 5-speed
Shifting: foot
Engine sprocket: Karata
Trans sprocket: Karata
Wheel sprocket: PM Seville

Paint
Molding: Damons
Painter: Damons
Color/type: custom mix hot-rod purple

Frame
Year: 2001
Builder: Xtreme Cycle Design
Type: hardtail
Rake: 35-degree
Stretch: 2-inch
Modifications: custom motor mounts

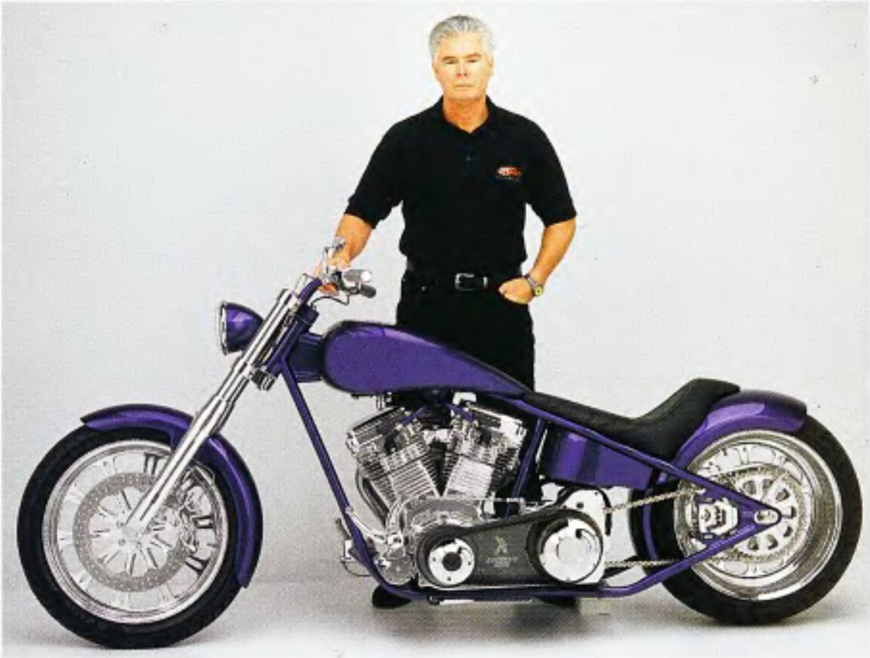
Accessories
Bars: flat custom, modified
Risers: in handlebar
Handlebar controls: PM Contour
Fender(s): Jesse James
Headlight: Headwinds
Pegs: PM Contour
Electrics: Performance Machine
Foot controls: PM Contour
Gas tank: Arlen Ness
Oil tank: Xtreme Cycle Design
Oil system: TP Engineering
Primary cover: Karata
Seat: Corbin
Mirrors: PM Contour
Grips: Drag Specialties

Forks
Type: Storz
Extension: standard
Builder: Stortz

Wheels
Front
Type: PM Forged Seville
Size: 19-inch
Rim width: 2.12-inch
Tire: Avon
Brake: PM 6-piston, 13-inch rotor

Rear
Type: PM Forged Seville
Size: 18-inch
Rim width: 8.5-inch
Tire: Avon 250
Brake: PM drive side, 11.5-inch rotor

Photos: John Wycoff



FoxHunt

Meet June's Winner

How much is that big-titty blondy in the window? The one with that really nice tail. That's what your June Fox Hunt winner, Erin, had all the boys singing during her photo shoot with our San Berdoo photog John Wycoff recently. Lemme help ya out here....it's way more money than you have in your pocket. I know, I asked her ol' man. After recovering from the blow to the head, I explained a little thing called a sense of humor and got hit again. Since then I've learned to keep my mouth shut. I found it a lot easier to sit back and watch this girl work. It's a beautiful thing to watch a gorgeous woman slither all over a bike like Dean O'Bannon's Denver's-built Yuppie bike. OW! OK, I'll stop making the grunting noises, just stop hittin' me. Anyway, I finally got to talk to this lithe lass and found out she's a feature dancer by trade and travels all over the country letting you all get a look at her assests. Granted, you'll not get the beating I got, unless you step outta line, like I did evidently. What you will get is an outstanding show, as she travels and performs as part of a two-girl act. Of course, you'll have to be a little closer than I got. Close-circuit television ain't all it's cracked up to be. Anyway, for a better look at this young lady, in the privacy of your own home, garage, wherever, with the freedom to say and do anything ya want, flip over to Page 98 and check it out fer yerself.

—Johnny Ringo

Kim—California

#1101

"My first ride left was with my husband. I rode with him for six months, got tired of mu butt hurting, and got my own. I love riding it."

KD—California

#1102

"My first ride made me very scared. But now I really love being on the back and holding on to anything I get my hands on."

Cynthia–Missouri

#1103

"On my first ride I got the fever in my blood and went out and bought my own Sportster."

Renée–Florida

#1104

"My first ride was five years ago. It felt like we were flying. The feeling of freedom was incredible."

Tabitha–Tennessee

#1105

"You can ride on the back all you want. I consider my first ride to be the one when I drove home with the title in my pocket."

Sasha–Georgia

#1106

"My first ride ride was right after I got my "kitty" pierced. It was the best feeling I've ever had. Thank-you Harley-Davidson!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #340 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes October 1, 2001. The voting deadline for this month's crop of cuties is October 31, 2001. We'll announce the winner in the March 2002 issue.

Here she is, bros, the June 2001 winner in our monthly Fox Hunt, Linda #702, from Cincinnati, Ohio. See more of her next issue.

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born ______________________
I will pose fully nude ______________________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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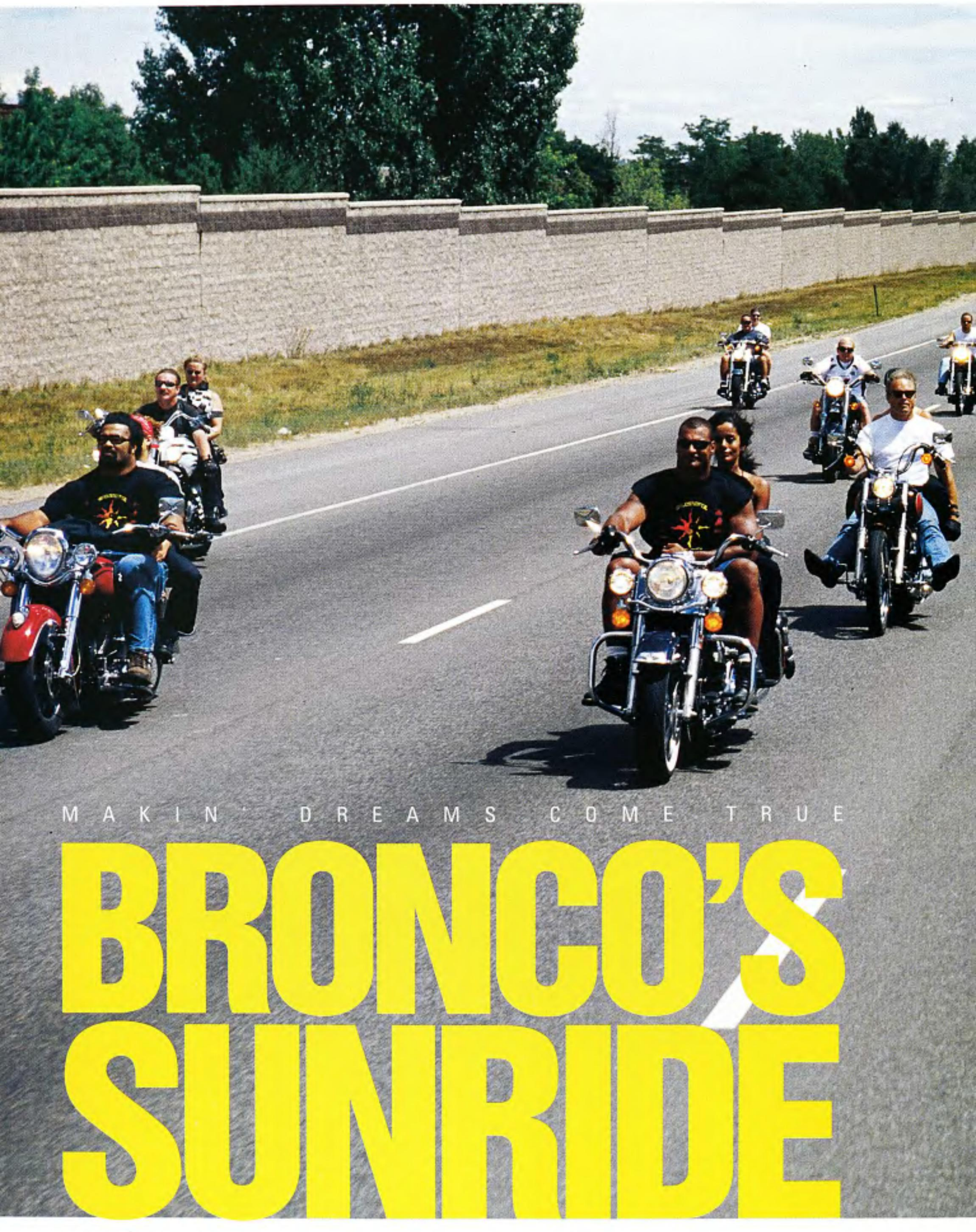

MAKIN' DREAMS COME TRUE

BRONCO'S SUNRIDE

Harald and Aundrea Hassalbach organized a charity ride last July to benefit the Make-a-Wish Foundation. They call it the Sunride. Harley-riding fans of the Denver Broncos football team gathered to raise money for a good cause and ride through the beautiful scenery of Denver, Colorado.

The morning started with a gathering at the famous Mile High Stadium in Denver. It was a clear morning—all summer mornings in Denver start clear—and the weather was perfect for riding. Bikers gathered in the north parking lot of the stadium for the start of the festivities. There was a great show of custom bikes featuring some built by Roger Bourget. The Broncos cheerleaders were also in attendance for some tantalizing eye candy of another kind. Several Bronco players were wandering around including Ed McCaffrey and their new quarterback Brian Griese. Ed was there to see what was going on while Brian was going on the ride, though he's still a rookie rider.

The ride left Mile High around noon and headed out north on I-25 and then east on I-70. The breathtaking portion of the ride was coming. Taking C-470 south down the west side of Denver, the pack rode side by side with the foothills of the Colorado Rockies. This is where we ran into a little trouble with the law. I was strapped onto the tailgate of a pickup truck, shooting the riders as they went by and everything was going swell. I knew that I was violating several laws, but who cares, this was for charity after all.

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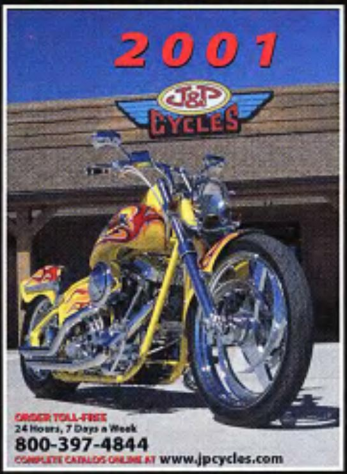

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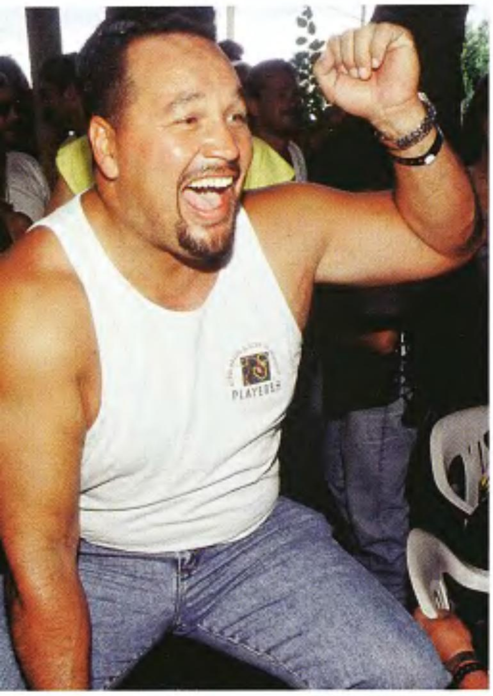
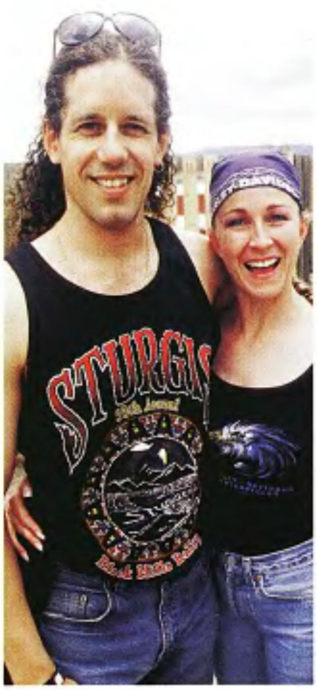
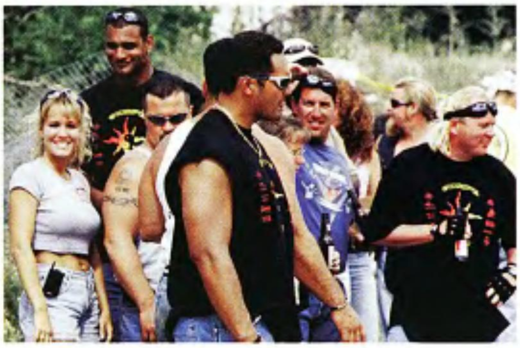
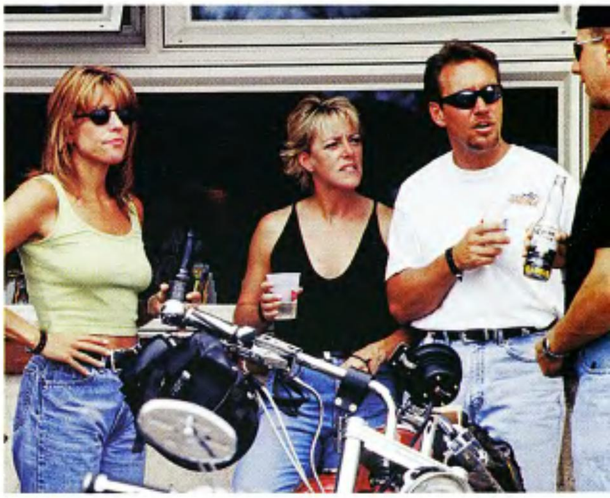
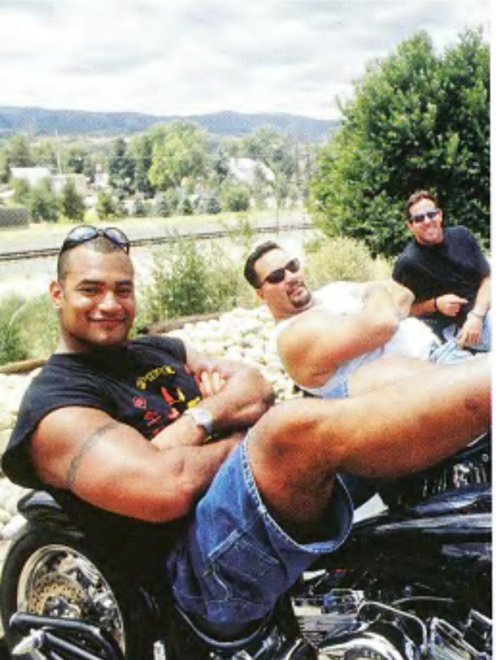
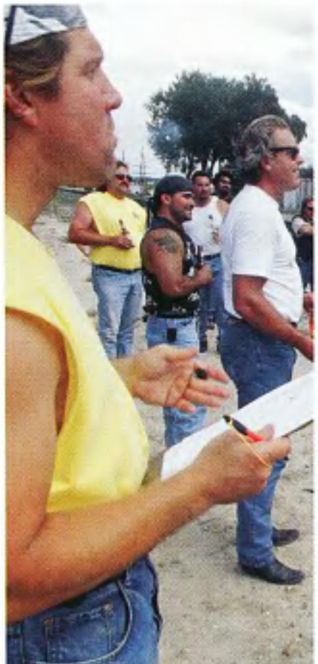
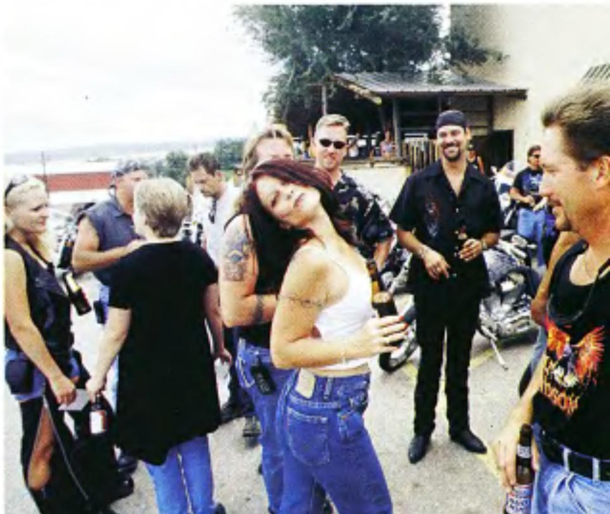
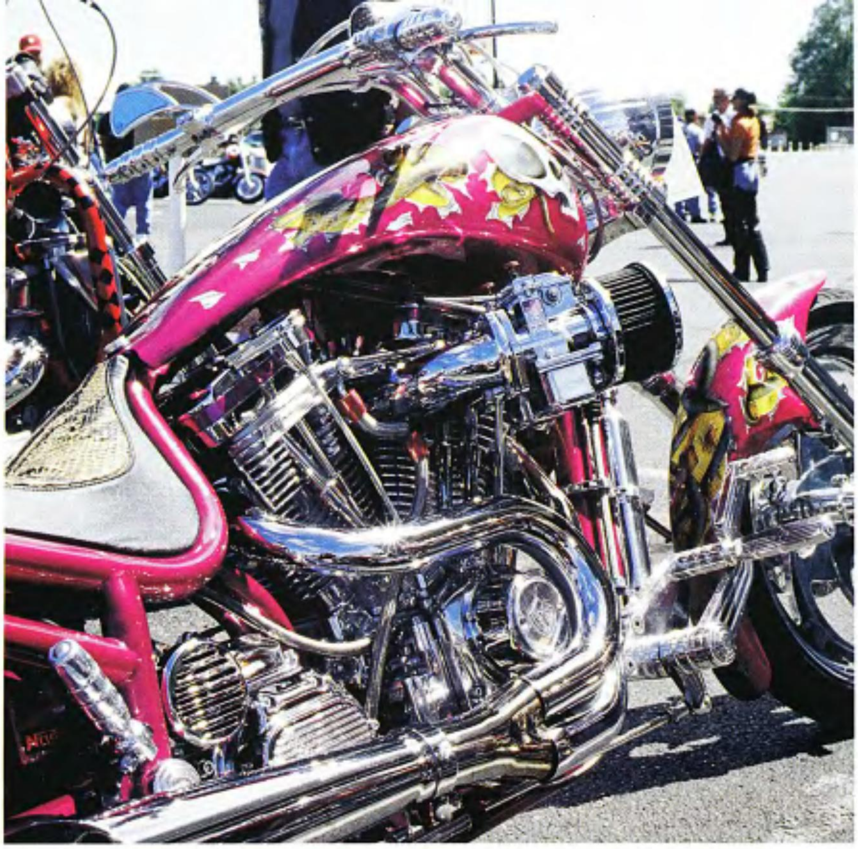


STURGIS



I wanted to get back to the front of the pack so I told my driver to hit it. Unfortunately, the football players in front were going rather fast, which meant we had to go around 90mph just to catch up. Enter John Q. Law.

We were pulled over by a city police officer to start and he gave the usual speech about having a person hanging off the tailgate at 90 mph. He was taking his time while I sat watching all the bikes roar by (taking my photo opportunities with them). After 30 minutes of the cop sittin' in his air-conditioned patrol car writing and talking to someone on the radio, he was ready to let us go, with a citation of course. My pleading did no good. That's when the sheriff's deputies pulled up and asked for everyone's ID.

Then we got to sit for a while longer. My driver assured me that he didn't even have a ticket on his record and we should be on our way soon. Then came some bad news. Our driver had a warrant out for his arrest. The sheriff hauled him off just after he gave me instructions to call his wife. Poor bastard.

By the time we got to the Sedalia Bar and Grill the party had already started. Everybody was mingling with everyone else. A delicious barbecue had been prepared for the riders and a series of interesting events were scheduled for the rider's entertainment over at the bar. The first was an arm-wrestling competition for both men and women. The men's contest was won by St. Louis Blues hockey defenseman Tony Twist who blew

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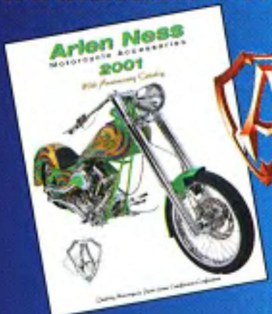
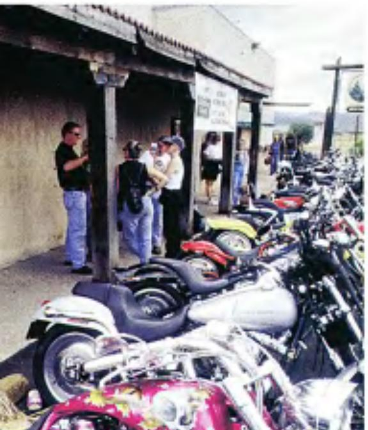




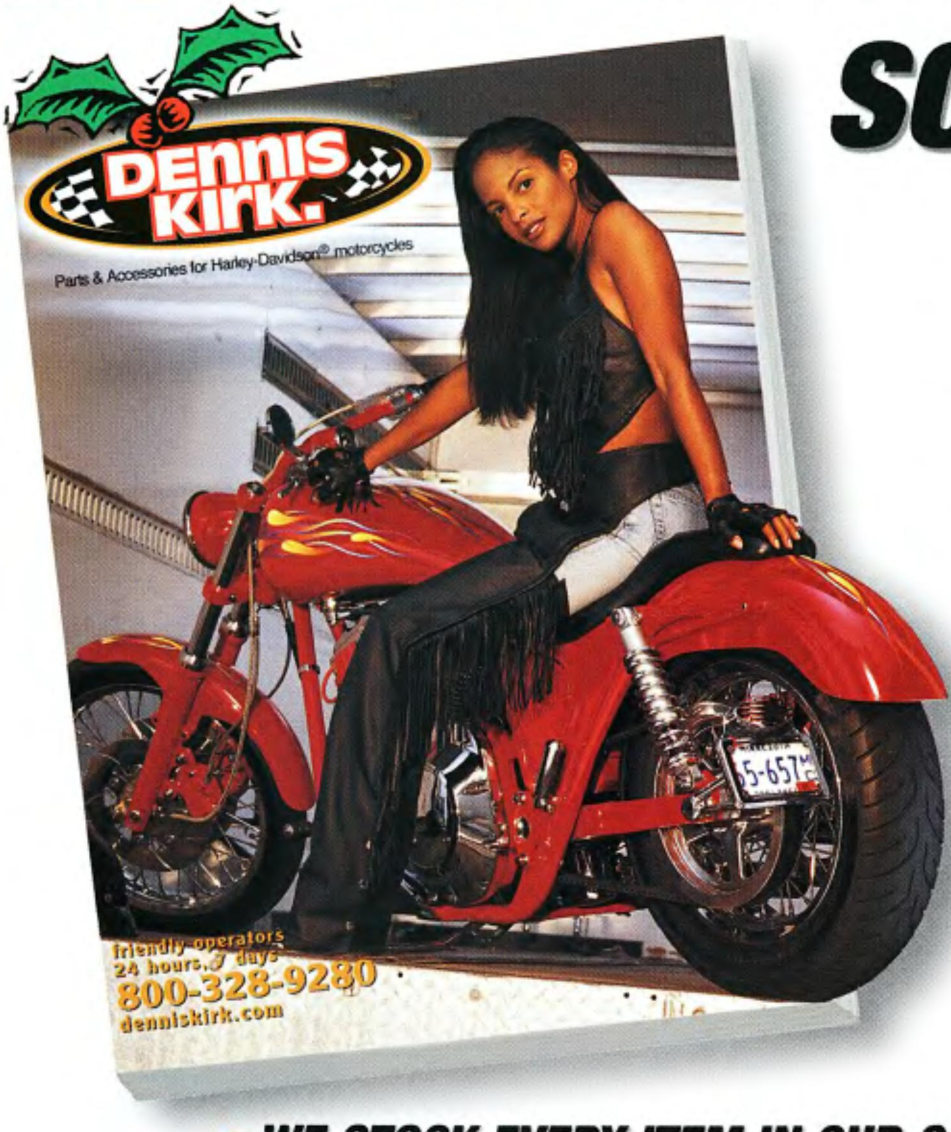
everyone away with his enforcer attitude. The women also had some serious competition; one match remained at stalemate for at least five to 10 minutes. After the arm wrestling, someone got out the racing barstool. David Diaz Infante took it on a tour of the interior of the bar, making it all the way through without ever dismounting. The last contest of the day was stone throwing. I'm not shittin' ya. Stones of determined weight were heaved until everyone was exhausted.

The Sunride was a great time (except for getting stopped by the cops), lots of money was raised, and thanks to the Make a Wish Foundation, some dreams came true for kids with serious health problems.

—Steve Temple

Photos: Steve Temple

HOLIDAY SHOPPING SOURCE



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We first saw this weird (for lack of a better word) contraption at our Easyriders Invitational Bike Show in Columbus, Ohio, last year. Frankly, none of us could get over it. Ace bike builder Wymond Walkem was pushing the bizarre thing around and giggling with evil intent. Once we stopped laughing long enough to watch the video tape of some Road Rocketeer (Hans Fischer) blasting down the tarmac on this odd critter we decided to let it enter the show. Hey, it's a Harley-powered... whatever it is, so what the hell.

What follows is a story re-printed with permission from The Hamilton Spectator *(Monday, October 30th, 2000). — Ed*

Skate blading with a difference; Inventor says adding a Harley motor creates newest extreme sport!

Hans Fischer propelled himself into the world of extreme sports on Saturday.

The 55-year-old Milton inventor strapped on kneepads, slipped on in-line skates, donned a helmet and let a customized Harley-Davidson engine shoot him down the Cayuga Dragway.

"This is a whole new motorized sport we're talking about," he said in an interview. "Now you are playing with asphalt and you've got no protection except all the armour you can get on your body. That's as extreme as you can get."

Fischer and his team chose the dragway to launch their new line of "personal transportation equipment." Their firm is called MotoRoller Propulsion Company Inc. and they appear to have cornered the market in personal propulsion. Fischer, wearing motocross pants and a black leather jacket, said that he has had the idea of fusing engines and in-line skates for years. His friend, Mark Farrell, helped him on the project for the past two years. Farrell is the chief science officer and co-founder of Energenius, a prestigious Toronto research and development firm with ties to the University of Toronto.

IN-LINE HARLEY?

Photo: Sheryl Nadler, The Hamilton Spectator

Inventor Hans Fischer and his project team hope officials at the Guinness Book of World Records will accept a new category they've proposed called propelled in-line speed skating.

"This is insanity at its finest."

Noted motorcycle engine designer Wymond Walkem also contributed his expertise. But even Walkem, who was a racer, prefers work as a pit crew member to strapping on the skates.

Fischer whizzed around the parking lot, propelled by a smaller, gas-powered motoroller. Glynn Williams, the president and CEO of MotoRoller, explained that two even smaller scooter-like units are battery-powered. "It's not all about speed," he said. "This is an electric vehicle which you can use on go-cart tracks, or at some suburban parks. For those who like blading, it's a great way to go up those steep hills."

Williams said several manufacturers have expressed an interest in bringing the invention to market. The project team hopes it will be available to consumers next year. "One of the worries (about publicity) is that someone will steal it, but we have very good patent protection."

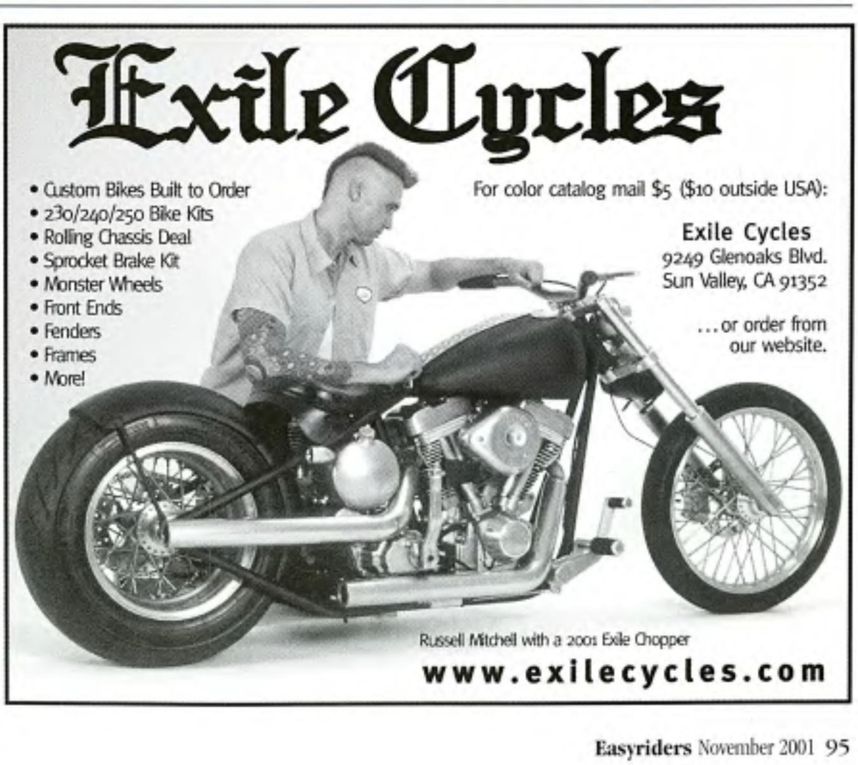
Meanwhile, Fischer is driving his big motoroller over to the dragway track. A set of cars fly down the smooth rubber track before him, clocking in at around 120 km/hour. He turns heads as his Harley engine fires up and he skates over to the starting line for a trial run down the track. He is taking things easy because his legs are sliding too much on the smooth surface.

"It's like driving a car with handlebars," he said.

Williams admitted that the Harley model is more of a showpiece, designed as an attention-getter. On Saturday, the team had the Cayuga OPP clock Fischer's speed with its photo radar gun. And the group is submitting paperwork to the *Guinness Book of World Records* in the hope of creating a new competitive category — propelled in-line speed skating. Farrell has his fingers crossed that the Guinness officials will accept the speed record.

—Lisa Grace Marr

Photos: Mike Lichter



Gifts for Him &

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A.

B.

D.

C.

Pin size is about 1-1/4" across.

A. David Mann 30th Anniversary Short Sleeve Mens T-Shirt

Another classic David Mann creation commemorating 30 years of motorcycles, the people who ride them, and the magazine who brought them to you. Brightly silk screened on a 100% prewashed cotton tee. Available in two colors.

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XXX	~~$22.95~~	*NOW $11.50*

B. David Mann 30th Anniversary Long Sleeve Mens T-Shirt

A long sleeve shirt for those who prefer them also sports the 30th David Mann Anniversary silk screen design. Available in black.

8706 Sizes MD, LG, XL, XX ~~$29.95~~ *NOW $15.00*

Gifts for Her

E.

F.

G.

H.

Patch size is about 4" across.

I.

C. 30th Anniversary Pin
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D. Ladies 30th Anniversary Tank Top
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E. 30th Anniversary Short Sleeve Mens Henley Shirt
Made of 100% cotton. Also features an embroidered anniversary logo.
7315 Sizes MD, LG, XL, XX ~~$24.95~~ *NOW $11.50*

F. 30th Anniversary Long Sleeve Mens Henley Shirt
Made of 100% cotton. Sizes
7316 MD, LG, XL, XX ~~$29.95~~ *NOW $15.00*

G. 30th Anniversary Hat
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H. 30th Anniversary Patch
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XX, ~~$19.95~~ *NOW $10.00*

There are two types of people in this world: one has money to burn, the other proudly states, "I'll be your Huckleberry." This feature is about both types. Representing the Money: Dean O' Bannon of Lost Wages, Nevada. And, in the far corner, representing those willing to build you whatever piece of machinery you desire: Mondo and Van of Denver's Choppers, also of Lost Wages. Now, Vegas is famous for either making you a big winner or a gigantic homeless loser. This is a win-win story, no matter how you thought it was gonna turn out.

Dean O'Bannon, a real estate mogul by trade, started this project with a local bike shop. Two years later, two messed-up paint jobs and the shop's closure forced Dean to seek out some major help. Getting a tip from local painter Jim Davis, Dean ended up at Mondo's. Now you're probably thinking that this does not look like a chopper. Well, you're right. Although the mighty Denver's is famous for their style of chopper bliss, this bike showcases the talent of Mondo and Van in their pursuit to build their client whatever bike they think of...and have the budget for. Let's get back to Dean for a moment.

"Mondo really saved my ass on this bike," Dean says proudly. "Mondo and I spent a couple of days working on the design and fitment of the parts before I turned it all over to him to finish." What happened next is the stuff magazine articles are made of...oh wait, that's what I'm doin'. According to Dean, Mondo and Van promised Dean that they would

All It Takes Is Time and Money

DENVER'S YUPPIE MODEL TOOK BOTH

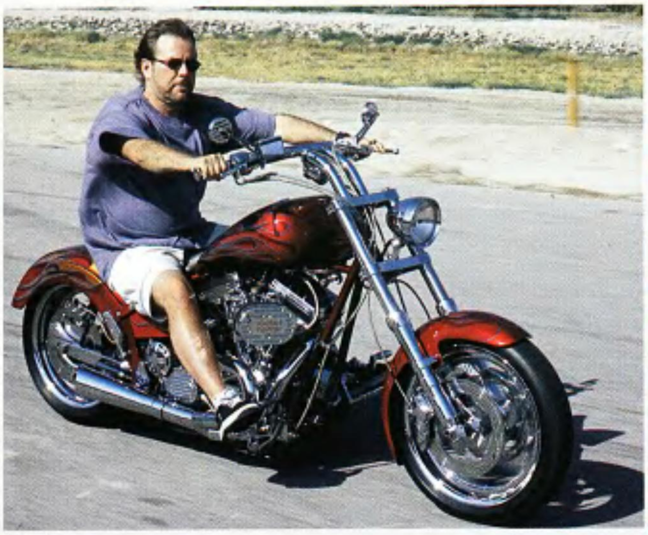
deliver a bike, ready to ride in 120 days or less. Sound like an unattainable feat? Not when you know what you're doin' and what your client wants.

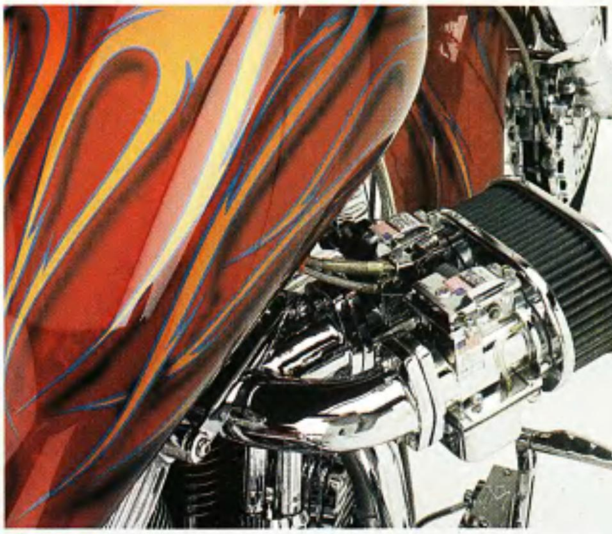
Ninety days after turning the first wrench, Mondo and Van had the bike put together ready for paint. "There's a lot of detail work that went into this bike to make it flow properly," Mondo says. "Dean looked over several different parts before we came down to using the ones on the bike. He wanted top-of-the-line components and that's exactly what he got." When it comes down to it, the old adage, "Ya get what ya pay for," is a mainstay in the bike building industry.

Mondo kicked the bike over to Jim Davis to do the paint and molding, and a little over 30 days later...bingo, here's your scooter. Taking a look at the tech sheet, you can see no expense was spared in parts for this scooter and when you finally get to ride your creation and feel what having over 100 ponies underneath you feels like, you realize your money has been well spent. Now, to make this bike even more spectacular to look at, we threw in our Fox Hunt winner Erin Ashton, feature dancer and all around hottie. Dean had absolutely no problem with that.

"After everything is said and done," Dean says, "I've found Mondo, Van, and the entire crew at Denver's to be a very honorable group. They do the job they say they'll do in the amount of time they say it'll take. I've never been happier. If anyone was looking for a builder, I recommend Denver's to get the job done right." OK Mondo, let go of Dean and release him from the hammerlock!

—Oil Can





Owner: ....Dean O'Bannon
City: ....Las Vegas, Nevada
General
Fabrication: ......Denver's Choppers
Year and make: ....2000 Denver's
Model: ....Yuppie Model
Assembly: ....Mondo and Van
Time: ....6 months
Chroming: ....APS of Las Vegas
Engine
Year and model: ....2000 Sputhe
Rebuilder: ....owner
Ignition: ....Crane Hi-4
Displacement: ......104 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....Sputhe
Cases: ....Sputhe
Heads: ......STD/Branch Flo Metrics
Cam: ....Crane
Lifters: ....Crane
Carb(s): ....QwikSilver
Air cleaner: ....QwikSilver
Pipes: ....Hooker 2-into-1
Mufflers: ....Hooker
Transmission
Year: 2000
Modifications: ....Andrews, 5-speed
Shifting: ....foot
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth
Paint
Molding: ....Jim Davis
Painter: ....Jim Davis
Color/type: ....Candy Red/ House of Kolor
Frame
Year: 2000
Builder: ....Gambler
Type: ....rubbermount
Rake: ....34 degrees
Stretch: 2 1/2-inch
Suspension: ....Progressive
Accessories
Bars: ....Carlini
Risers: ....Carlini
Handlebar controls: ....Custom Chrome
Fender(s): ....Denver's Choppers
Headlight: ....Headwinds
Taillight: ..Ness/Denver's Choppers
Speedo: ....Drag Specialties
Pegs: ....Performance Machine
Electrics: ....Denver's Choppers
Foot controls: ....Performance Machine
Gas tank: ....Custom Chrome
Oil tank: ....Gambler
Oil system: ....S&S
Primary cover: ......Harley-Davidson
Seat: ....Denver's Choppers
Mirrors: ....Arlen Ness
Grips: ....Drag Specialties
Forks
Type: ....45 mm
Builder: ....Stortz/Ceriani
Wheels
Front
Type: ..Performance Machine Tribal
Size: 18-inch
Rim width: 2.12-inch
Tire: ....Avon 120
Brake: ....Performance Machine
Rear
Type: ..Performance Machine Tribal
Size: 17-inch
Rim width: 5.5-inch
Tire: ....Avon 180
Brake: ....Performance Machine
Photos: ....John Wycoff

Get Organized!

I have a confession to make, which may be disturbing to the sensitive reader, so if you fall into this category consider yourself warned. Except for the ones I have on at this moment, I have no idea where any of my underwear is. I'm pretty sure I own more than the one pair, but I don't know where they could be. And even the ones that I'm wearing may belong to my wife. It was really dark when I got dressed this morning.The reason for my predicament has to do with my tendency towards disorganization. No matter how hard I try, I just can't seem to get my act together. And I do try, with the important stuff anyway. If something is valuable I always try to keep it in a safe place. The problem is that sometimes my safe place is so safe I forget where it is. In 1981 I parked a perfectly good Pontiac in a safe place and I haven't seen it since.

My wife hates my organizational methods. Sometimes her stuff finds it's way into one of my safe places and vanishes into thin air. She rants and raves and generally goes crazier than a snake in a garden hose, until whatever she's looking for is frightened out of hiding. At times like these I like to put myself in a safe place, like far out of her immediate reach.Disorganization, I believe, comes about as a result of having too much stuff. In the old days everyone knew where everything was because everything they had wasn't much. A 100 years ago if you had asked a simple farmer where his underwear was he would have stabbed you with his pitchfork. People of that era were very organized and always knew where their pitchfork was.Modern man doesn't seem capable of this level of organization. We live cluttered lives with too many appointments and too many distractions. Just trying to keep track of your TV channels or your favorite naked Web sites is almost a full-time job. How can you hope to get organized when we can barely handle basic survival?

So it's with something of a sense of urgency that I've come up with the following tips for getting organized. I've tried some of them and even though none have actually worked yet, I feel proud that I was at least able to find a pen with which to write them down...

1) Clean out your junk drawer.
I don't know why but cleaning out your junk drawer is what all the experts advise you do in virtually every situation. It is apparently the first step in curing depression, procrastination and anxiety, so why not disorganization? You have to start somewhere and this is one you can do while you drink a beer.

2) Get up half an hour earlier.
This way you'll have more time to dig through the dirty laundry hamper trying to find two socks that match.

3) Go to bed half an hour earlier.
This may not help you get organized, but it will help you get up that half-hour earlier in the morning to look for your socks.

4) Throw away everything you don't use, regularly.
This includes wedding dresses, Santa costumes, your wife's lingerie, your exercise equipment and possibly your vacuum cleaner.

5) Buy a book about getting organized.
I bought such a book once but I can't find it anywhere. Maybe it's in the junk drawer.

6) Hire a professional.
Nowadays you can hire people who will come into your home and organize your life. Or, if you don't have that kind of cash, you can just invite your mother-in-law to stay for the weekend.

7) Give up.
If you truly can't find something, sometimes it's just best to assume you threw it away and buy another. Sure you might end up with a lot of staplers and lens cleaners, but eventually you'll lose them too.

8) Move.
Moving is to organization what shock therapy is to mental health. The last resort. Moving forces you to dig through all your junk and decide what to take and what to toss. You also get to see all the stuff you should have thrown away on your last move, vow not to take so much crap with you this time, then do it anyway. But at least it's in boxes.

I think if you try all this stuff and still can't get organized, it might be time to throw in the towel. It is possible to live happily and not know where everything is. If, however, you're hopelessly disorganized try not to be too hard on yourself. After all, anything that gives you the opportunity to try on your wife's underwear can't be all that bad. — *Greg White*

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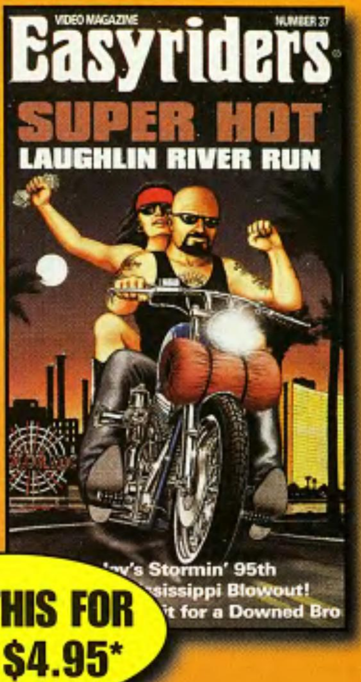

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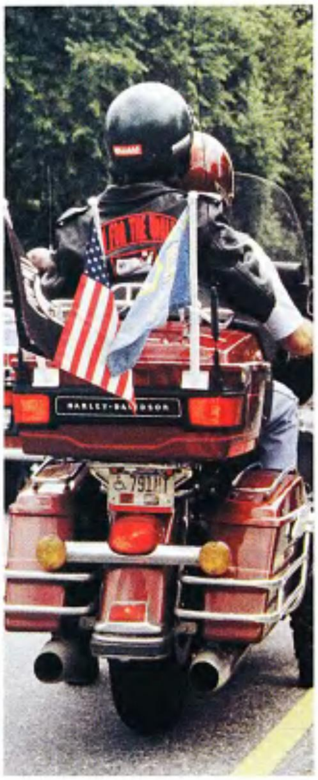
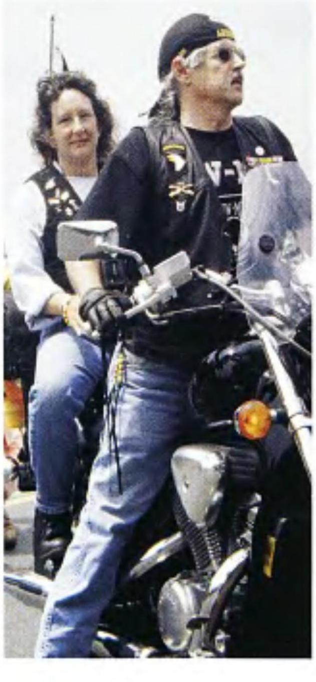
(The Run to the Wall) ROLLING THUNDER XIV

Under partly cloudy skies and temperatures in the low 60s, Rolling Thunder XIV swept into Washington, D.C. this year on May 27. Rolling Thunder is a tribute to the over-58,000 names listed on the Vietnam Veterans Memorial wall.

SPEED
LIMIT
30





It's also a biker's reminder that there are still over 2,000 Vietnam POW/MIAs still unaccounted for. (At the same time, many people forget, there are 3,350 WW I; 78,777 WW II; 8,177 Korean War; and 21 Gulf War soldiers still missing.)

On Friday, May 25, tens of thousands of bikers from all over the country, Canada, and Europe began to arrive in Washington, D.C., for the annual Run to the Wall. Throughout the day, the weather was cool and rainy with occasional torrential downpours. This weather pattern lasted into late Saturday. I overheard someone say, "The heavens are weeping for the angels on the Wall."

Many of the bikers who came from as far away as California had endured rain for the last two or three days of their journey. But nothing would deter them from participating in Rolling Thunder, the Run to the Wall, to remind the country that there are families that have loved ones still missing and unaccounted for. And that they would like an answer from their government.

Rolling Thunder is also about the many veterans of the Vietnam War who are dying as the result of Agent Orange and exposure to other forms of chemical warfare which, three decades later, are showing up and claiming victims. Rolling Thunder is a time to say thanks to someone whose name is on the Wall and to remember that they gave their lives for the freedom we enjoy.

For the past 15 years Lynn Hughes has come to panel 47W, line 53 to talk with James Smith. He touchs the Wall and feels Smith's presence. He breaks down and sobs, he talks of his family, what is happening in the world, and thanks Sgt. Smith for saving his life.

Sgt. James Warren Smith was a medic with the 5th Special Forces. On Aug. 23, 1968, rockets started coming into their camp in the central highlands. As both soldiers were running towards a bunker they were hit by shrapnel from an enemy rocket. Despite being hit himself, Smith carried Hughes to the safety of that bunker. Sgt. James Smith died in that bunker from a fatal wound to the chest.

But for the action of one individual and many others like him, Lynn Hughes and countless others could be living on the Wall too. The names on the Wall represent dreams that were not to be fulfilled, shoulders that could not be leaned on, arms that would not hold an infant.

The Vietnam Memorial is a celebration of the lives of all the names of the people who live on the Wall. Julie Kink says, "It brings people together." She comes to the Wall to visit her brother, David who died in a helicopter crash in Phuc Vinh, Vietnam, in 1969.

Within walking distance of the Vietnam Memorial, past the statue of the three nurses, is the Korean War Memorial. The Korean War was the unnamed war—police action was the name politicians called it. But it was a war that saw 8,177 Americans unaccounted for. On a wall overlooking a small pool fronting the statues of soldiers crossing some far off battlefield in Korea, is the inscription, "Freedom is not free."

On Saturday, May 26, early morning dark, overcast skies gave way to a steady downpour by 11 a.m. Then a little past noon, the rainy silence was broken by thunder—the thunder of 200 bikers with the name Nam Knights emblazoned on the back of their denim jackets. They rumbled to a rest near the Sea and Air Museum. In a plaza, with the Air Museum standing guard, is the National Police Memorial. The Nam Knights are a motorcycle club comprised of Vietnam veterans who are members of law enforcement. Some of the names on the wall at the Police Memorial were brothers who served in Vietnam then returned to their home to serve their communities.

The morning of the 27th began with overcast gray skies and fog at ground level. But by 7:30 a.m. the fog burned off and skies were partly cloudy. By 9 a.m., though, as the tens of thousands of bikers began to arrive at the Pentagon, the threat of rain was taken out of the official forecast.

Local news stations covered the event live, in addition to live coverage by CNN. The images playing across TV screens were of families who have waited without an answer about a loved one for over 25 years.

By 10 a.m. as the crowd began to swell, old friends embraced and new friends became brothers. Bodies embraced and arms grasped in a way that only those who have seen death and walked away could understand. At 10:30 the parking area at the Pentagon was awash in a sea of leather, denim, tattoos and chrome glistening in the haze. All the surrounding roads leading to the Pentagon were lined with bikes. With the break in the clouds and no rain, it appeared that this would be the biggest Rolling Thunder to date.

Many of the motorcycle police from Arlington County, Virginia; Prince George's County, Maryland; and the Fairfax County Sheriff's Department were on hand. They told us that there were already over 100,000 bikes there with more coming and an hour to go.

At noon, there was a roar from the pavement as over 125,000 bikers started their engines. RT XIV was officially on its way. The massive pack made its way to the Memorial Bridge. With Arlington National Cemetery as a backdrop, the bikers came off the bridge, three and four abreast, down Constitution Avenue and through the streets of Washington, before making their way back to the Vietnam Memorial.

Constitution Avenue was paved with people from sidewalk to sidewalk, with a steady river of motorcycles rolling down the center. For almost three hours the people cheered the bikers on. The most often heard phrase was "Thank you."

At the Wall people stood on their toes and with arms extended to their fullest, their fingers gently touched the shiny black marble that bears a name...a person, a loved one. Bodies pressed against the black stone as if to force their way inside the wall and mesh with it.

One of those outstretched arms belonged to Alicia Hansen. Alicia has her own Harley and rode alongside her husband Mike (Marines '68). The name that Alicia's fingers reached out to touch so gently was that of Robert Slattery, her brother.

The average age of the 58,000-plus on the Wall is 19 years young. That is not even old enough to get a drink in this country today. But it was old enough to die for in Vietnam. The single largest ethnic group on the Wall is Hispanic. There are enlisted personnel, officers, chaplains, doctors and nurses. One of those officers is surgeon Arthur Lewis, killed by a rocket that landed on a surgical hut while he was operating on a soldier.

Arthur Lewis was in Vietnam to help the GIs. He did not have to go but he did. Chaplain Morton Singer did not have to be in the Army or go to Vietnam but he did. Chaplain Singer was not only a man of the cloth but he was also an Olympic-caliber weight lifter.

Ronald Snow made the New York City all-city basketball team in his senior year (1962) at Erasmus Hall High School in Brooklyn. After finishing his service to his country he was going to go back to college on a scholarship and with help from the GI Bill. Ron Snow lives on the Wall too.

Lying near the Wall is a memorial candle encased in glass. On the side of the glass there is the inscription, "For those who fought for it, freedom has a flavor the protected will never know."

The Vietnam Memorial is visited by over 3 million people annually and is accessible 24 hours a day. *—Jay Hirsch*

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THOMAS GREGORY · RONALD E
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FRUSTRATION

Recently I had to bite the bullet (actually, that's what caused the problem in the first place) and visit the dentist because my smile had taken on something of a corpse-like glow. I had a root canal which, if I understand it right, means they dig a giant hole in your tooth and stuff it with crushed diamonds. That's the only reason I can figure that the bastards would be able to charge $700 for an hour of their time. It was quite a procedure involving needles, a whole shit load of drilling and digging tools, even a rubber dental dam, which tastes exactly like I would imagine a condom would taste, had I ever tasted one, which I haven't.

I must confess that I usually don't mind going to the dentist, not because I have a high pain threshold or a bottomless bank account, but because my dentist has a sexy, young assistant who wears loose fitting dental garb allowing me frequent looks down her top. She's kind of an airhead, which makes her all the more attractive, and I have to admit I get kinda turned on by any woman that can look into my mouth and not hurl.

Yet on this particular day even the shirt shots weren't what they should have been. The assistant, who is blonde by the way, had to open her dunce vent. Maybe the business of digging in my mouth with assorted sharp instruments and power tools wasn't enough to occupy their time, but the dentist and his assistant decided to chat. Somehow the topic got onto gun control, the one topic that more than any makes the vein in my forehead threaten to explode.

It seemed that blondie had read a newspaper article that morning which instantly qualified her as some kind of expert on public safety. After careful consideration she had come to the conclusion that there should be no guns or they should at least be locked up in some central storage facility and signed out if the owner wanted to use his own freakin' property. She was convinced that she had answered all the problems concerning violence in society and couldn't understand why any gun owners would have a problem with her solution.

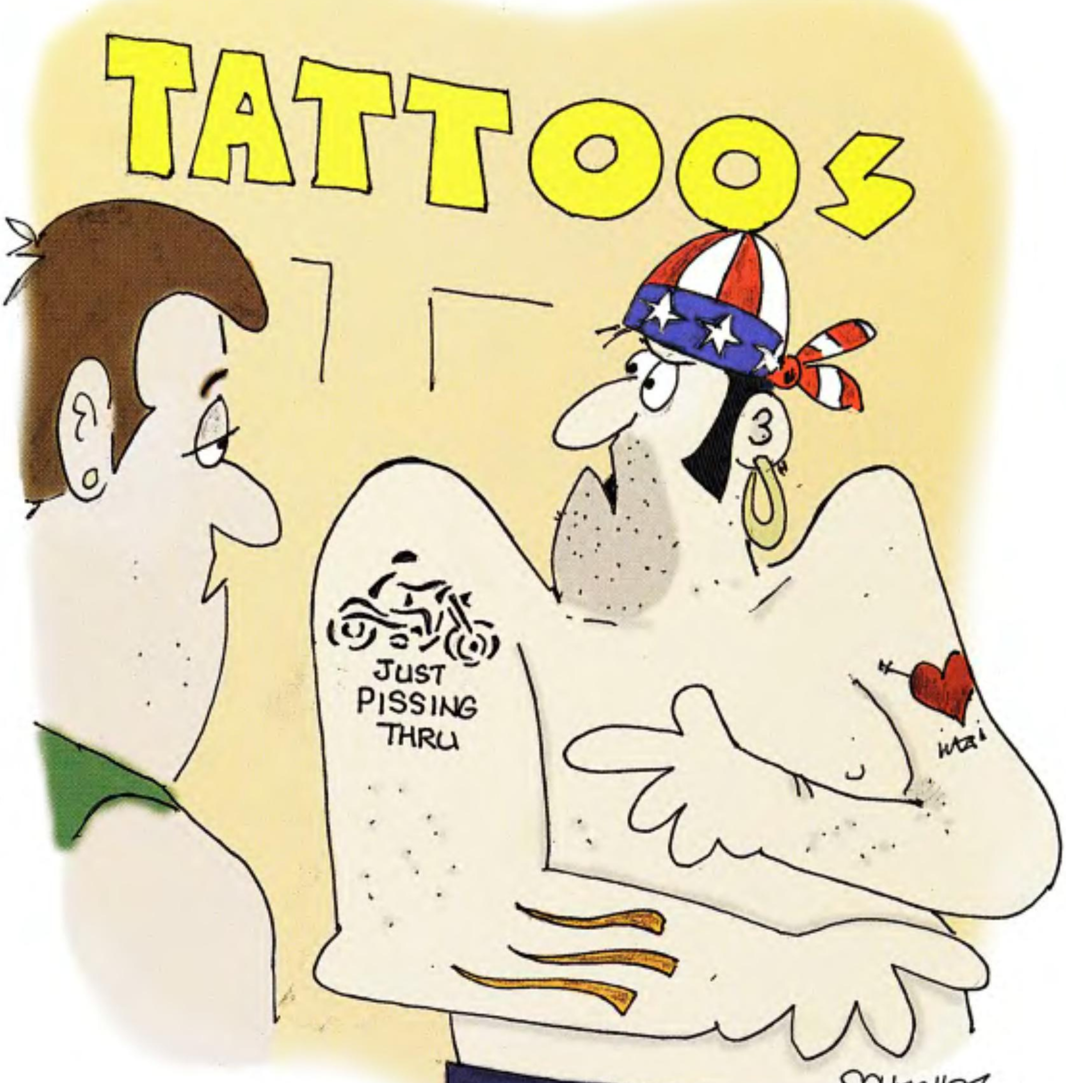
Now normally I would have torn a strip off her the width of my ass, but I had a problem. I had a bloody rubber tent set up in my mouth and it was all I could do to concentrate on breathing through the one nostril the dentist didn't have his pinkie finger stuck in. Keeping my opinions to myself isn't one of my strong points, so having to lay there and say nothing was more painful than the digging for dollars going on in my mouth. Talk about your frustration.

Man, it's lucky they couldn't read my mind 'cause there was a lot of nasty stuff rolling around up there. In my mind I was saying...

... shut the hell up.
... why don't you discuss something about which you have some expertise, like hair colors or thong underwear?
... why won't you shut the hell up?
... would you mind showing me your tits?
... why don't you concentrate on something important—like showing me your tits?
... I thought you were a lot smarter before you started yappin'.
... you don't worry about my guns and I won't worry about why your eyebrows aren't blonde.
... all this talk about guns isn't accomplishing a thing, so why don't you show me your tits?
... if I sneezed now my eyeballs would blow right out of my head.

Okay, give me a break. Your mind tends to wander when you're all doped up, but I was still plenty pissed about the gun control thing. I don't understand why people insist on prattling on about things they know nothing about. I mean, you wouldn't hear me going on about leg shaving or racquetball. Well maybe, but only to say that real men wouldn't do either.

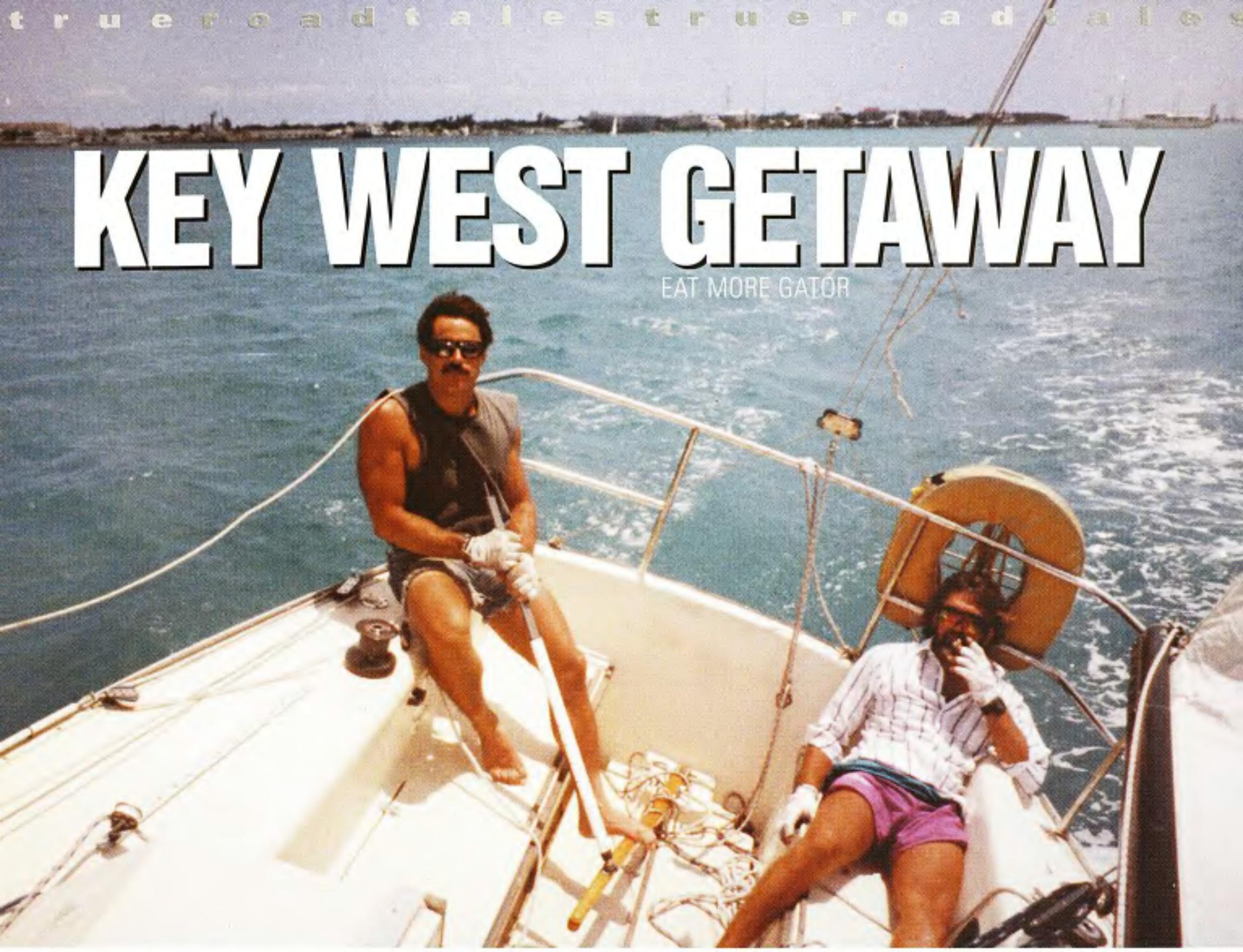
And this isn't the only frustrating experience that I've had at the dentist. Once I had to listen to a different dentist talk for an hour about his upcoming ski vacation to one of those trendy mountain resorts. A trip that I wasn't going on, yet was single-handedly paying for. What made this experience even worse was that he had a butt-ugly assistant with a crooked nose and ironically, no teeth. All I could do was lay there silent with my eyes squeezed shut lest I accidentally catch a cleavage shot from nurse sasquatch and be blinded for life. And for all my trouble I had the pleasure of trading a month's pay for an hour of ass time in the chair. It would have been less frustrating if I would have taken some of that money and paid somebody to knock my teeth out and get it over with. Now that I think about it, there are probably lots of people who would have been willing to do it for free. *—Greg White*



"The drunk bastard also did my back. It says Hardly-Davidson!"

KEY WEST GETAWAY

EAT MORE GATOR



The rally in Daytona had been a good time but now it was over. It was sometime in late March, which, as anyone knows, is much too early in the year to ride a motorcycle into the north.

The money in my pocket was running dangerously low ($300) and my high-mileage FLT had a multitude of problems of the mechanical nature that would be needing attention very soon. Knowing almost no one in the Sunshine State, I decided to just enjoy a slow ride south and see what happened next.

If one visits either coast of Florida, he will find himself mostly emerged in city traffic, yet the center of the state offers an abundance of small towns and lush backcountry roads where pine and palm trees grow side by side in thick forests that line the small, secondary highways. The choice was obvious.

The winter had been long and cold for a man who lives outside and travels by motorcycle, and as the air grew warmer with each day's ride south, so did my excitement and anticipation of the coming springtime travels.

Eventually I found myself riding through the personal domain of a million alligators that call the endless swamplands of the southern Florida Everglades home.

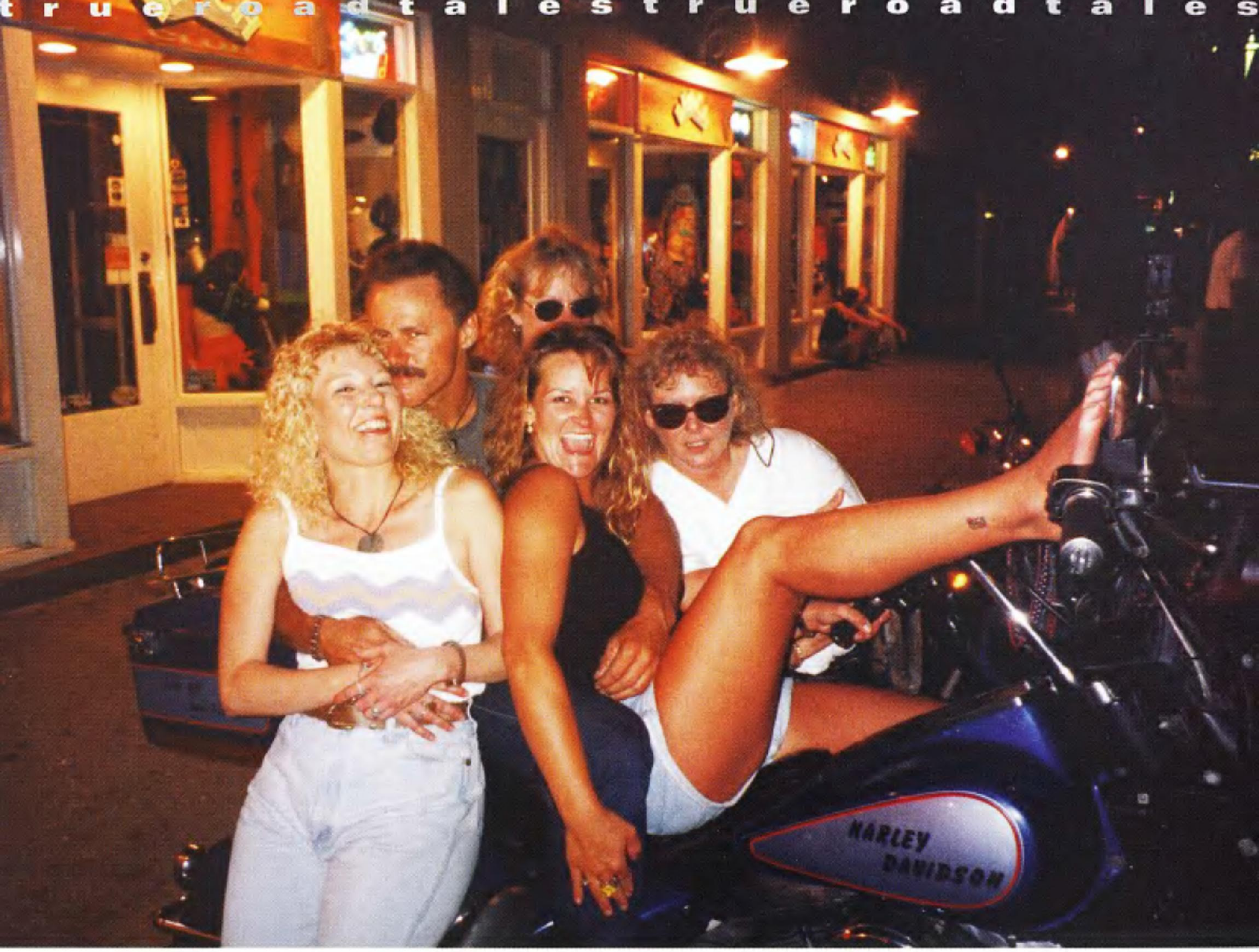
Besides overpriced airboat swamp-tour rides, a modest roadside town offered a small gas station. There, a man told me of a free campground that was located on the shore of a little gator-filled lake nearby. I decided to check it out.

The dirt road that led to this isolated lake circled its sandy shores before turning back on itself. Besides the gators, the campground was home to only a handful of RV and tent campers. The friendly host who greeted me on the way in said to pick any spot I liked, enjoy myself, and stop by his camper for coffee in the morning if I was so inclined. I thanked him kindly before firing up the Harley to circle the lake in search of a good spot.

On my first pass I stopped by a very large and primitive camp and quickly became aquatinted with a big family of hillbillies who told me (and I believed 'em wholeheartedly) that they were from the backwoods of Arkansas. They were seven strong and every one seemed to agree that I would just have to stay as their honored guest. Anyone else hear banjoes?

The oldest son was a man in his early 30s. He was obviously the leader, and his word was regarded as law among the rest of the family. Everything about this guy reminded me of Brad Pitt's character as a psycho killer in the movie *Kalifornia*. I kept a close eye on this dude. They all treated me as family, nevertheless, and cooked up a big dinner of steaks and freshly caught trout over their open fire in celebration of my visit. It was kinda weird to say the least. I put up a tent against the mosquitoes that night and slept on the bank of the little gator-filled lake.

In the morning sonny boy took his minitruck and headed into town for supplies. His wife was a woman who had been crippled by a rare condition that promotes severe curvature of the spine. Although her mind was clear (well sort of), her body resembled that of a disfigured midget.



Before long she and Brad's mom handed me their camera and asked if I'd take a couple of pictures of them perched on my scooter. After the amateur photo shoot was over, I bent down to lift the sweet natured, handicapped woman from the motorcycle seat. Just as I had her lifted a foot in the air, their screwed up mutt decided to take advantage of this opportunity. So there I stood, bent over my bike, cripple in my arms, a dog latched onto my ass, screaming like a woman in labor. Too bad no one got a picture of that!

When Brad returned, and with the promise of some great pictures, he asked me to move my bike to the water's edge. He then produced a fishing pole and started casting a lead sinker at the noggin of a poor ol' gator who was just minding his own business. Once Brad had pissed off the big amphibian enough, he reeled the line in as the prehistoric beast followed his lure to the bank beside my bike. When the gator arrived, Brad began beating him with the pole yelling, "Shoot the picture now!" Sonny boy was gettin' scary.

And so I left the hillbillies.

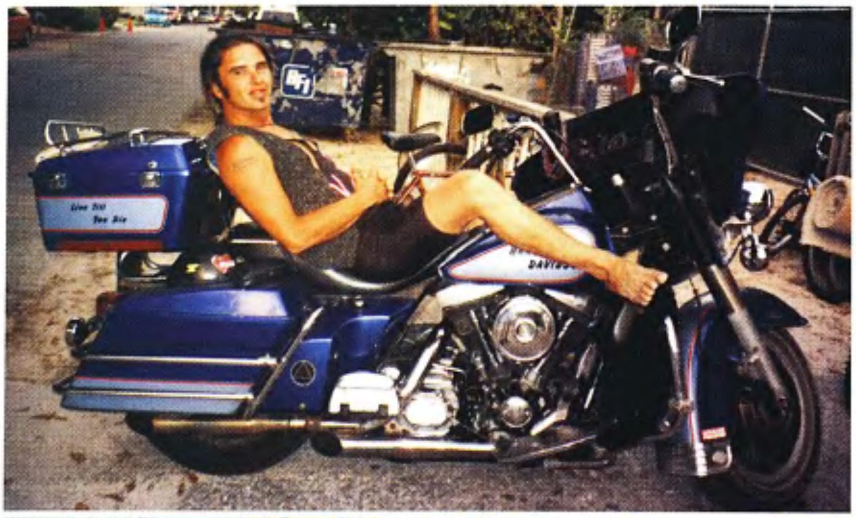
The landmass of Southern Florida rests atop a bed of ancient coral. This prehistoric coral bed extends beneath the ocean's surface for many miles beyond the southernmost coastline. The result of this phenomena is a chain of small coral islands known as the Florida Keys that extend beyond the southern shores of the mainland and are surrounded by a sea of exceptionally shallow water. It's these shallow waters that enabled the 160 some odd miles of bridges that connect this string of islands to be built.

Eventually I found myself on Highway 1 which led me south across these bridges. The mid-March air temperature was in the middle 80s as I cast my gaze to the changing scenery all around. Aside from the shops and houses, the islands were made up mostly of thick forests under a clear blue sky—but the water was mind-blowing.

Sweat ran from my brow as a carefree breeze blew me from island to island. To my left was the Atlantic and to the right the Gulf of Mexico. Some areas of the seafloor that lay just below the surface of the very shallow salt water contained dark, military-green vegetation. Still other areas were a white color where the bottom was only sand. From riding high atop the bridges, the water below looked like a huge patchwork quilt that went on forever. Smaller islands could be seen on both sides with an occasional boat here and there to break up the monotony. With very few cares in the world to interrupt this experience, I rode on.

The end of the line was the crowded island of Key West where it was just after sunset as I made my way to the Tourist Info Center to pick up a free map and ask directions to the action. The sweet young receptionist there sent me to Duval Street.

This narrow street starts at the Gulf of Mexico and runs all the way to the Atlantic Ocean (about two miles). I was soon to learn that its huge tourist trade is the mainstay of the Key West economy. Duval Street, being lined with restaurants and dinner places, tittie bars and pricey nightclubs that offered live bands and



Photos: Scotty Kerekes

dancing every night, coffee houses, and an array of T-shirt and other souvenir shops is a major South Atlantic party zone/tourist trap.

The crowd was thick; live music poured into the street as I backed the FLT against the Duval Street curb and leaned her onto the kickstand. Before long a big guy pulled his old Super Glide into the parking space beside mine and started a conversation. He introduced himself as Doc before stating that he owned "The Pirates Den" which was the only biker-friendly tittie bar on the island. He then invited me to stop by later for a free lap dance. With a promise to show, I thanked him kindly before he rode off.

Not 10 minutes after Doc's departure four drunken tourist chicks materialized from the Duval Street crowd to snatch me from the sanctity of the parked FLT's seat. After an hour of dancing, we were off for a dip in the Jacuzzi that bubbled among the thick foliage of tropical plants that waited patiently in the huge and beautifully landscaped, yet very private pool area of their luxury hotel.

It was late by the time I arrived at The Pirates Den, and as closing time approached Doc offered me the use of the bar's side yard to make camp in if I cared to. I did.

The first order of business on that sunny, tropical island the next morning in Doc's yard was food. After locating an inexpensive breakfast, I decided it wise to search out a more permanent home.

The small island of Key West was much too crowded for a traveling vagabond to successfully hide his camp. Obviously the solution could only be found on one of the other islands. Boca Cheeka was two islands to the north but still only six miles from downtown Duval Street. With the exception of a large military base, that island was pretty well abandoned.

Shooting to the east off Hwy 1, a well-hidden walking trail led to a beautiful clearing just a short distance in. The place was completely surrounded by pine, mangrove, palm, and other tropical trees. It was perfect.

In the swamp, 30 feet from my camp, an old refrigerator lay on its back rusting. On the fourth day I began to use the hollow compartment inside as a closet.

The Key West locals just smile at the constant parade of "Tourons", as they call 'em, and politely take their money. The great piles of gear bungee corded to my bike made it clear to everyone that I was a tourist. Time and time again, the locals had greeted me with contempt. It's just the way the island people are. The newfound ability to stash my gear at home helped to change their attitude toward me almost immediately.

In the days that followed I began to settle in around the islands. Being a stranger in a strange land, I had come to the island alone and the constant festivity of Duval Street attracted me like a moth to flame. Soon, I was down to 50 bucks.

I sat one lazy afternoon drinking Java on the front porch of a Duval Street coffee shop. In conversation I had mentioned that I'd been a roofing contractor in a former life. A big family man named Scott told me of a nasty leak that had been drenching his bedroom for years. He said that no roofer had been able to fix the damned thing.

The next day, after checking out his leak I gave him an estimate of $250 labor, plus materials, and he quickly agreed. The job took only three hours to complete, and the garden hose test proved that the problem had been corrected. We were both happy guys.

Four days later my clutch cable broke. After calling around, I ended up at Adventure Scooter, a motorcycle and scooter repair shop. For those who've never been to Key West let me explain: The island is 2 x 4 miles across and the roads are small and mostly dominated by scooters. The minibikes are compact, maneuverable, and squeeze easily through the sometimes-heavy traffic and the tiny roads were littered with them.

Adventure Scooter was one of the local companies that rented these mini, machines to tourists. However, their

repair shop was separate from the rental department, and the boys there were equipped to handle big scooters as well as the little ones. The manager was a Harley rider named John.

John was one of those old school bikers who'd rather eat shit than leave a perfect stranger stranded on the highway. Seeing my need he got the parts then agreed to let me wrench on my old battlewagon in his shop.

When the dust finally settled, I handed John the cash, shook his hand and said, "I need a job John, you need a wrench?"

"Well Scotty," he told me, "you may be in luck; we just lost a man last week. Seems like you know your way around machines well enough. Tell you what, be here Monday at 8 a.m. sharp. See you then."

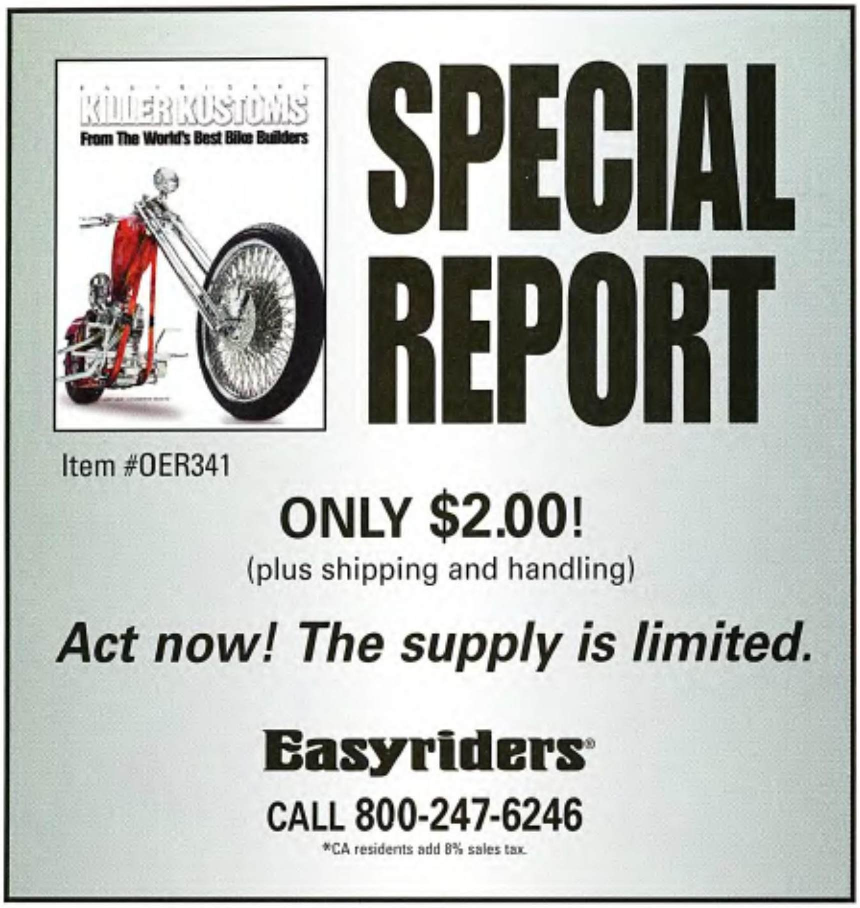
It was Wednesday.

It will never cease to amaze me the way the road will take care of a man if he is willing. He need only walk through his fears of destitution (easier said than done), be prepared to exchange some of his pampers for real life adventures, trust the Highway God unquestioningly, remain honest, and do his best.

There was nothing left to do but enjoy tropical-island life and wait.

Key West is a tough place to make a living, and the rental prices are very high. It's for this reason that many of the locals live on boats. To moor a boat offshore costs nothing. Cast your gaze across the emerald green waters that gently pelts the sandy shoreline and you'll see a small city of boats anchored there. Some are beautiful, while others are rough; some are sinking or sunk in the chest deep water, and many are no more than just pontoons with a wooden box built atop them that serves as a house. If one is not in the mood to row his dinghy to shore, there's a water taxi that'll take him to and from his ocean estate for a small fee. Many of the friends I made on the island were boat dwellers.

Scooters are simple mechanisms and I took to fixing the micromachines like a fish to water. After the first week, John gave me a nice little raise. The lead mechanic was a tall dude from North Carolina named Steve. His unusual accent had never completely left him and he remained a constant reminder to me that I was a long way from home. Nevertheless we took a fast liking to one another and on most weekends you could find us bombin' around town on scooters together. In the evenings, we'd just hang out or help to close the Duval Street bars.



Part of Steve's job as lead mechanic was to maintain the Sea Doos for a local water-toy, rental company. On occasion we'd head for the dock, grab a couple of King Neptune's little crotch rockets and head for the open sea. Being the mechanics for these elaborate toys, we rode for free.

For me this was a new experience. After getting over the apprehension of the first ride, I soon found that the over-powered minicraft act more like a dirt bike than a boat. In the light of that, it took about 10 minutes practice before I was bouncing across the tops of the large swells at a conservative full throttle with Steve in the background yelling, "Slow down you ungrateful fuck!"

Sometimes I would stop to look across the emerald sea of huge rolling swells, which resembled liquid ski slope moguls in constant motion, to the island shore beyond. There I could see the clowns, jugglers, acrobats, food vendors, and other assorted circus acts performed by a variety of freelance entertainers. Most of them come from the north to spend their winters entertaining the great crowds of tourists that gather on the shore in anticipation of the show at sunset.

Jeff was a guy who worked in the scooter rental department. He and his buddy Peter were hardcore sailors. They spent as much time on the water as possible just enjoying the wind in their sails, and I was always invited.

The shallow sea seemed to go on forever as we would cruise around the islands. Many times I saw dolphins jumping the ocean swells in their never-ending search for food.

Every man has his own reality. You know, his job, woman, friends, family, home. The things he loves and things he only tolerates in his world. In this way a man's life is forged of the people and objects around him. One of the strangest facets of a drifter's life is the fact that he has almost no permanent reality of his own. In my case the only things that remain familiar are my bike and body. Everything around these two staples is in a state of almost constant change. Life had become a perpetual visit into other worlds.

Looking across the bow of Jeff's reality to the brilliant colors of the setting sun beyond, I thought to myself, 'Fuckin' Jeff. What a life!'

Like I said before, my bike needed work. After four weeks of collecting regular paychecks, the parts that John had ordered for me at a considerable

discount finally showed up. I promptly put my FLT on the lift and quit my job. For the following week I came in every day to wrench on my own bike. In the meantime, John lent me a scooter to get around on. At the week's end my bike was roadworthy once again and by Monday, Johnny boy had hired me back on and I found myself spinning wrenches on minibikes again.

It was 2 a.m. at my home in the Boca Cheeka mangrove jungle. I awoke to the blinding light of a high-output flashlight centered on the door of my tent. Then, in a tone that commanded immediate attention, a voice boomed, "Island police, would you step outside please."

I unzipped the door only to find myself staring into the blinding glare. A glance beyond the cop to the highway in the distance revealed the moonlit image of five patrol cars. There must've been 15 cops surrounding my home. Looking the big dude with the flashlight in the eye I said, "All this for little old me?"

It's always the same with these guys. Being unsure if they've stumbled across an axe murderer or what, they start off with a bad attitude. After realizing my license is clean and in general I'm a pretty nice guy, they invariably mellow out. More often than not they just say good night and split. You see sleeping on the side of the road is not a felony; generally speaking it ain't even a big deal. In the case of these boys though, my camp was too close to their military base so I had to go.

As I slowly broke camp, a few of them stood around holding flashlights and asking questions. Once they found out what I was doing they got real curious. The whole thing then turned into one big bullshit session about my travels; and (believe it or not) they compared me to an old Key West resident who went by the name of Ernest Hemmingway—I was flattered. In the end they called me "Friend," shook my hand and threw me out. Fuckin' cops. I'd lived in that clearing for six weeks.

I landed on the porch of a doublewide trailer located on Stock Island just one mile to the south. A well built, blonde German girl opened the door and invited me inside. We'd been friends for over a month, and Carol had offered me the use of a spare room that she said sat empty in her house anyway.

Carol told me that Germany is no place for a sun worshipper such as she. At the age of 20 she had left the country and over the years had lived in many parts of the world, always traveling alone. She spoke four languages fluently and tipped the age scale at only 36 years. I found her totally fascinating.

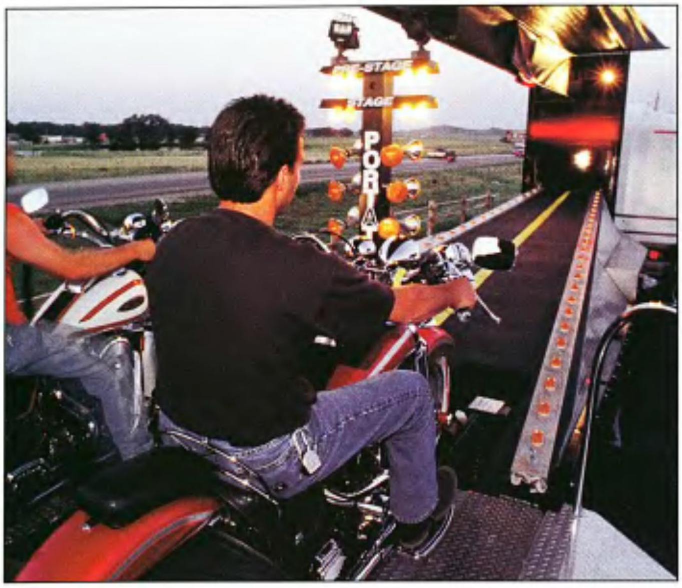
In the two weeks that followed we spent a lot of time together. Our constant babble of far-off lands and unforgettable adventure only added fuel to each other's fires of getting back on the road.

Soon after, Carol bought a one-way ticket to Cancun, Mexico, then sold or gave away all her worldly possessions. She left the house to Kelly (a colorful old fisherman with failing health whom she seemed to care about) and I, stating that the rent was still good for three more weeks, and we were welcome to enjoy the place in the meantime. Then...she was gone.

It was the month of May and the southern air was growing exceedingly hot. The Myrtle Beach Rally was set to begin soon in South Carolina and I had made plans to crash that party on my slow migration north. The Keys had been good to me but it was time to go.

After collecting my last paycheck from Adventure Scooter, I turned my back to the island and twisted the throttle.

—Scooter Tramp Scotty



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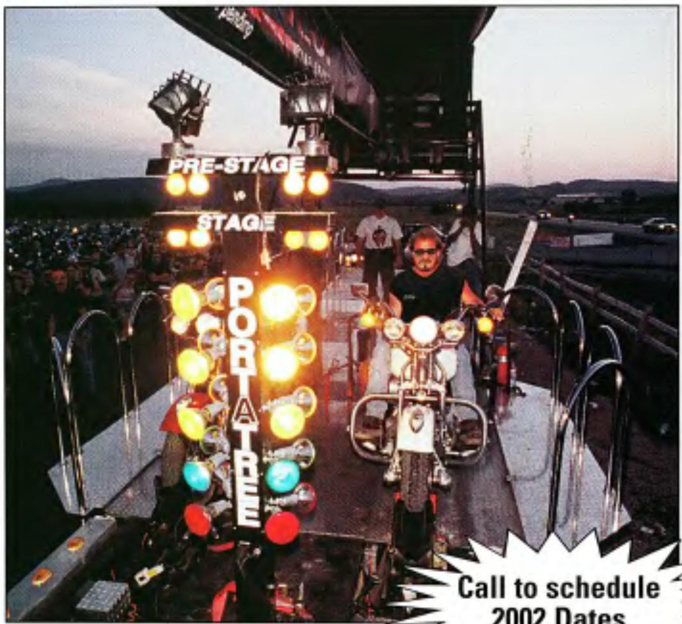

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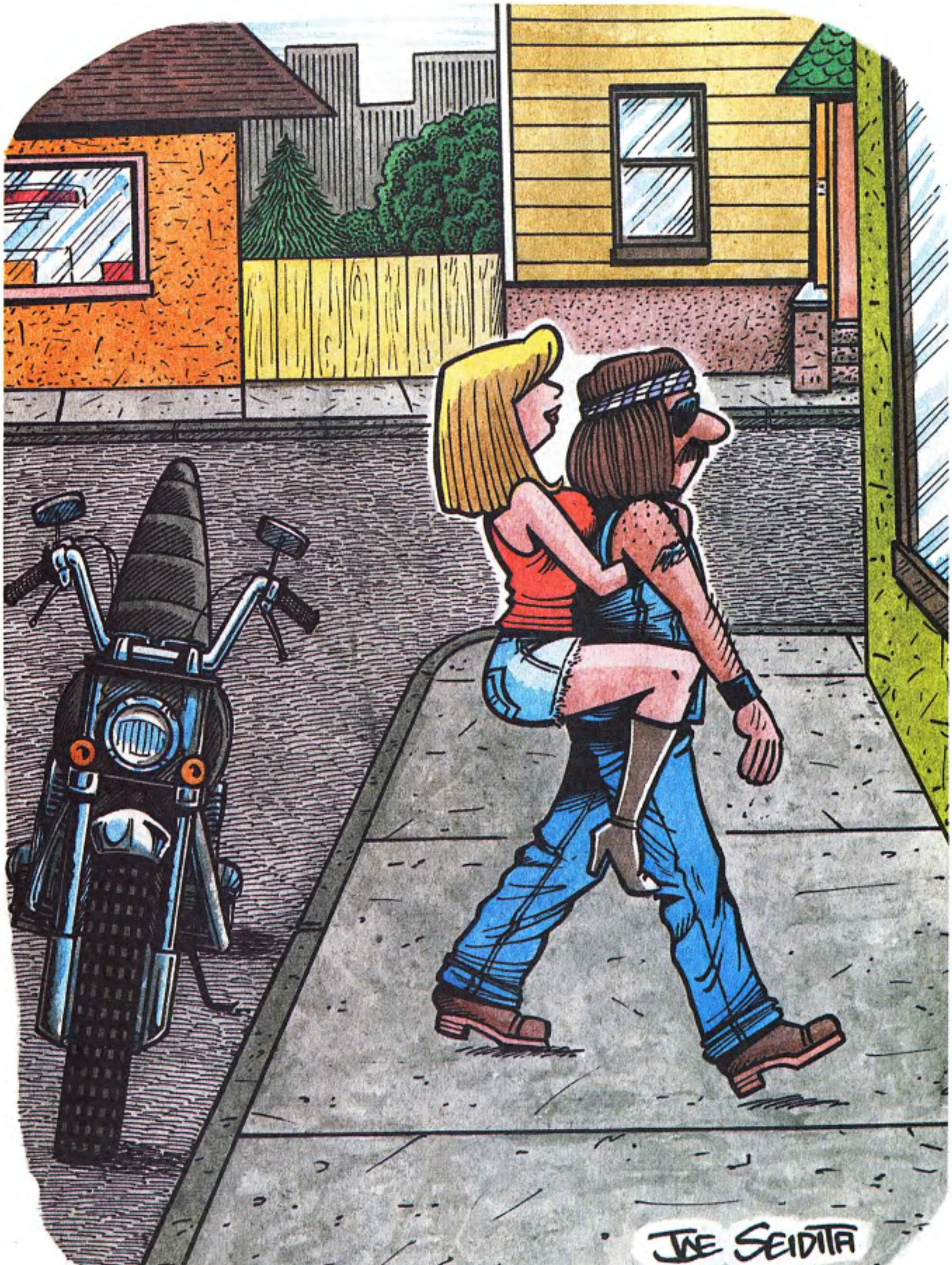
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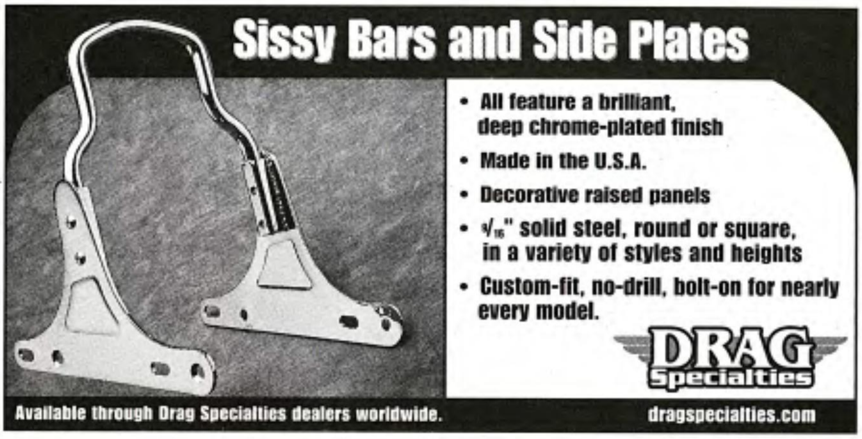
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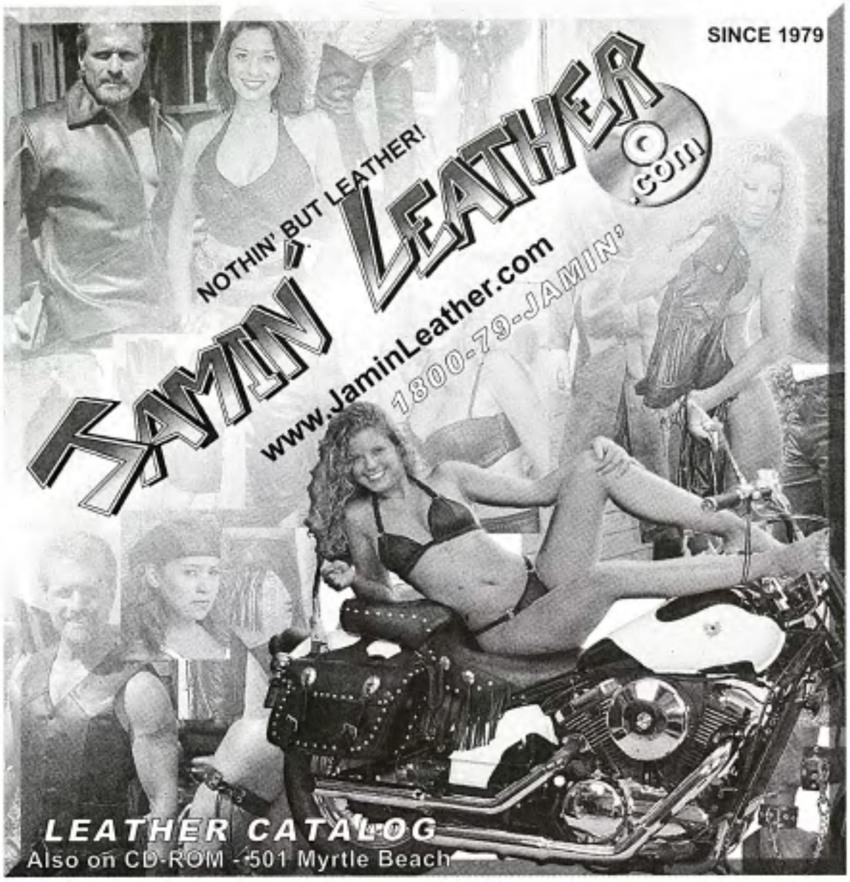

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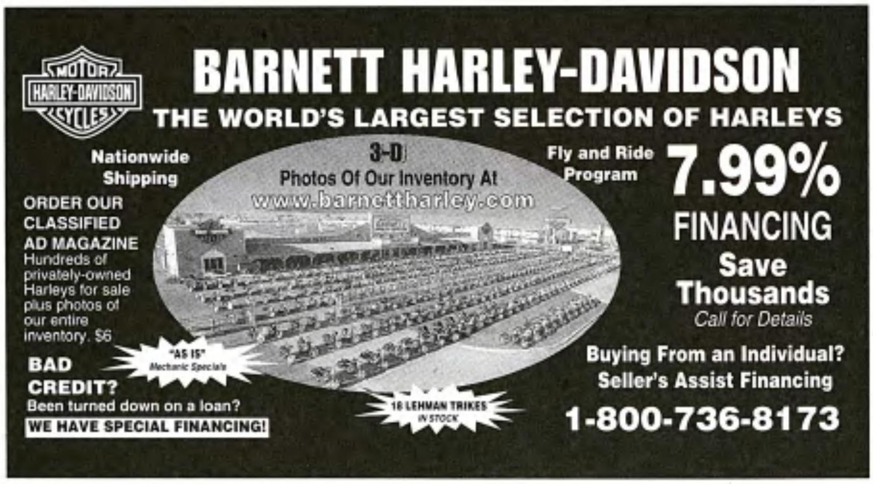

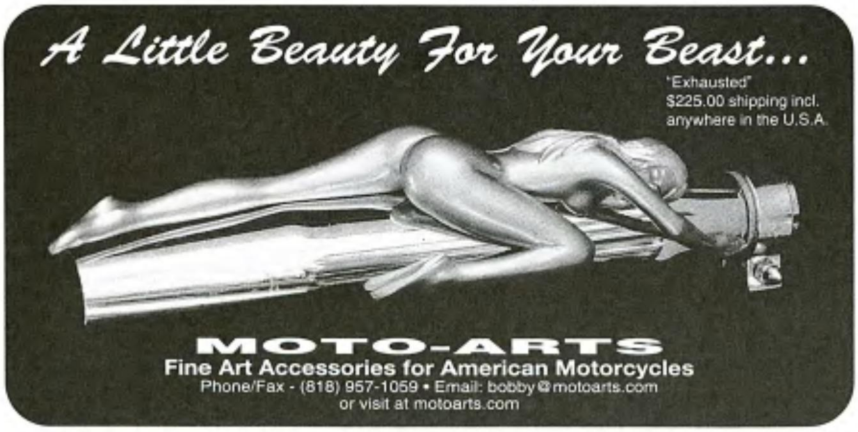

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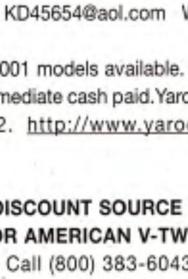

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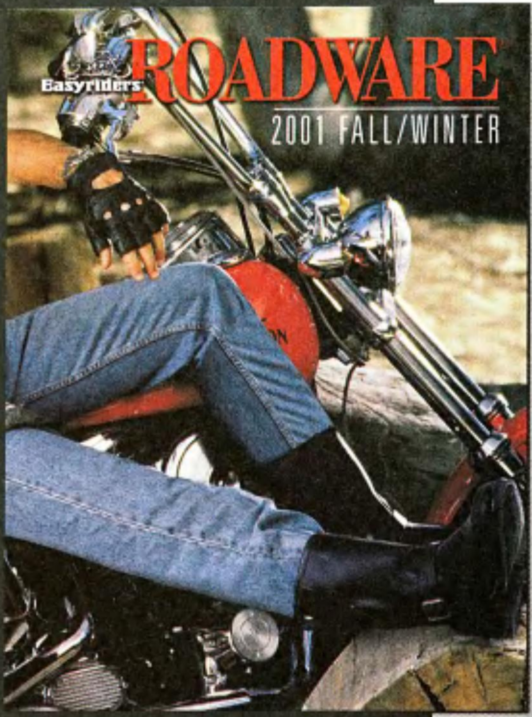

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TechTips

All Geared Up!
S&S Introduces A New Gear Drive For Twin Cams

Some say they don't like the OEM chain-drive arrangement on Twin Cam engines, "just because." Others reason that, as the plastic cam chain tensioners wear, they deposit debris in the engine and contaminate the oil supply. That's a possibility; check out the tensioner in the photo: The deeper gouges represent up to a .030 inch of plastic that has been scraped off by the cam chain.

S&S now offers a fix to this situation by tossing out the OEM chain drive and cams in favor of their new gear drive and cams. The S&S gear drive is very different from the OEM drive because it actually reverses the rear cam's direction of rotation, thus requiring a unique cam profile to keep the engine operating properly. This may sound tricky but it really isn't. In fact the installation is pretty straightforward.

When they set off to design gear-driven camshafts for Harley-Davidson Twin Cam applications, S&S was targeting primarily go-fast nuts who run big-inch, high-compression torque monsters, and understand the benefits of positive valve actuation and reduced friction losses. Much to their surprise though, the folks at S&S also peaked the interest of stock bike owners.

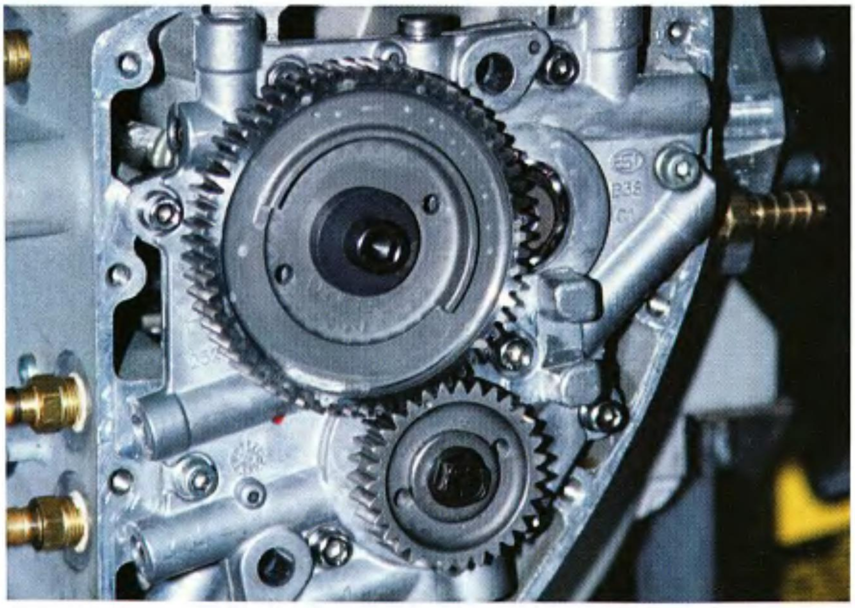
With a broader audience now on their mind, S&S revised their design to offer a kit that fits 88- to 95-cubic-inch engines with stock compression. As you see it here it includes .510-lift gear-drive cams and a gear drive. No other modifications are required, meaning that stock pushrods and valve springs will still work fine with these components.

The gear drive and 510s not only eliminate the cam chains and tensioners and their associated problems, but also provide a nice boost in performance. Compared to the stock, chain-driven cams, the gear drive and 510s were good for 13 more horsepower in an engine that had already been equipped with a Super E carb and aftermarket mufflers. Well, that 13 more horses than you started with, right?

The only drawback associated with the use of this gear drive may be noise. The system may produce a "tick" or a light whine while the engine runs. Whether the noise is loud enough to be objectionable depends mostly on the ear that's doing the listening and how loud the exhaust is.

If you'd like to hear one of S&S's gear drives in action before you buy, look for the S&S booth in Daytona this year; they should have an engine or two on hand that can be fired up for you.

—Lafayette



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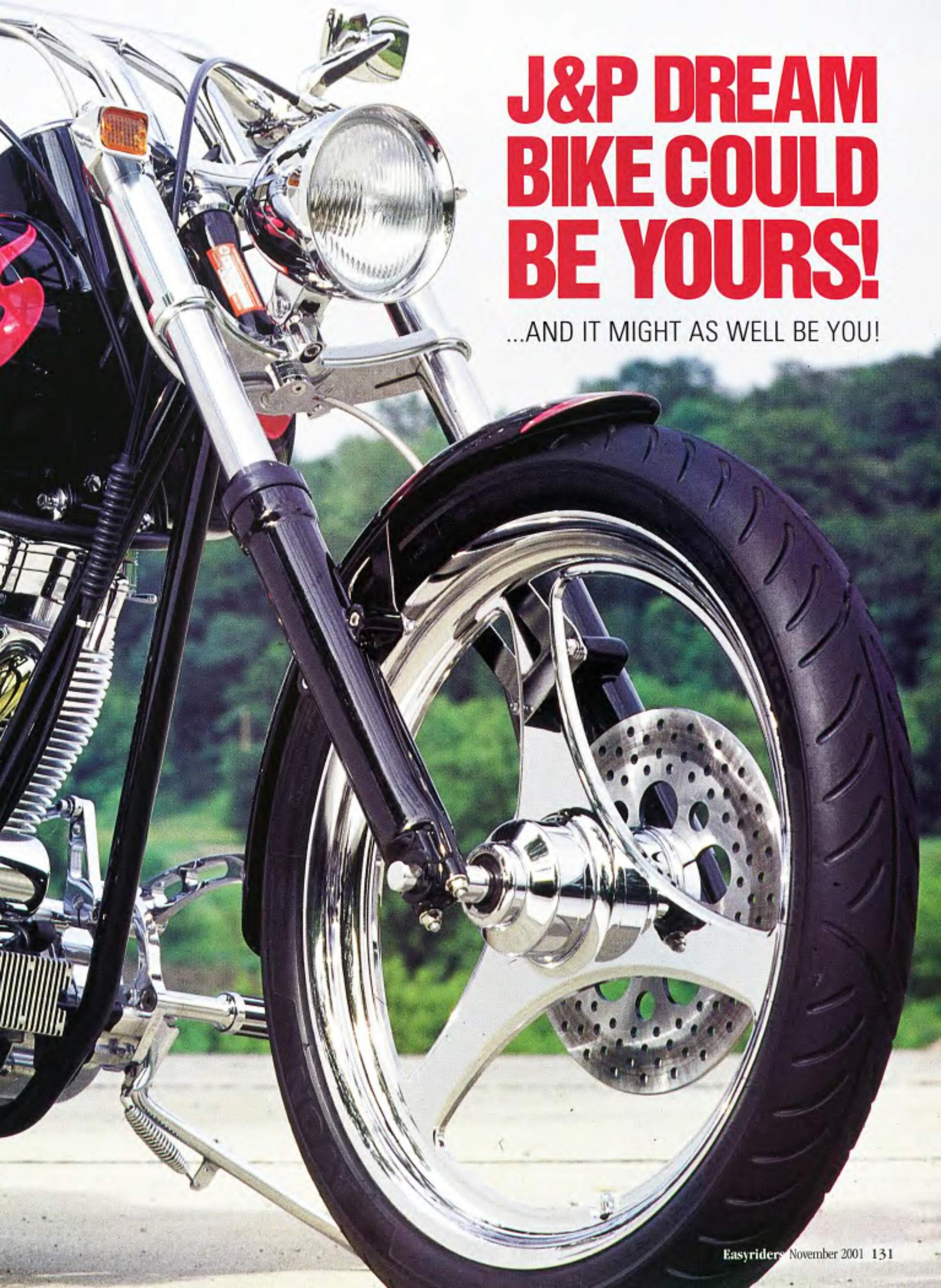
ONE LAST LOOK!

For the past five years J&P, about the universe's largest distributor of motorcycle parts, components and accessories, has given away a custom bike. J&P calls it their "Build-a-Bike Giveaway." We call it the ultimate Christmas present. Let's say J&P likes spreading the word about their immense line of products and came up with the Bike Giveaway idea because they also like spreading some extra cheer especially around Christmas time. It will definitely be the season to be especially jolly when this beauty, built by none other than Master Builder Rick Doss himself, will be handed over to its new owner. And it's a *free deal*. Sure your photo will be plastered all over *Easyriders* for all to see, but that's a small sacrifice for being famous, right?



J&P DREAM BIKE COULD BE YOURS!

...AND IT MIGHT AS WELL BE YOU!

J&P
CYCLES

Now J&P offers literally thousands of top-grade go-and-show goodies in the pages of their mega-catalog. Gleaned from that treasure trove, J&P accumulated a wide selection of CCI products to go along with their Standard Kit Bike, handed it all over to Rick Doss, and said go do your showing-winning thing. Rick did just that, starting with the kit's Santee 230 fat tire frame with a stretched 3-inch backbone and 35-degree rake, and a high-performance, reliabe factory RevTech drive train. While the wrenching was in progress, MK John Studio handled the ultra-slick custom paint job, and when all was said and done, it was a stellar attraction. Well, just look and see for your self.

Take a look. It tells the story in spades. What you see is what you get, and what you get is *free*. That includes a show-polished 100-inch RevTech motor with a two-year or 20,000-mile

limited warranty and a RevTech 6-speed tranny with a five-year warranty. This baby was built to last, and has all the show-and-go features you'd want in a custom including a Spyke high-torque starter with polished cases, Samson Big Gun Sawed-off Shorties exhaust, Avon tires, billet forward controls, and a Lexan dash kit with LED and VDO speedometer. As Rick Doss says, "When we cranked the bike, it ran like a top. It really is true, somebody's going to win themselves a really nice bike."

There's still time to win the J&P/Rick Doss custom. It's a no brainer with no purchase necessary. To enter, either use the advertisement located here in *Easyriders* magazine or log onto the J&P Web site at www.jpcycles.com. Either way, you're taking a chance at winning a super-hot custom bike...*for free*. Did we mention the *free* part enough? *—Paul Garson*

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Metzeler Tires, 2001: Muscle Instead of Fat
Company's New Generation of Technology Takes Aim Squarely At Harley-Davidson Bikes

"Meaty" Metzelers on this Drag Specialties scoot.

Everybody today talks about fat tires for custom Harley-Davidson and V-twin bikes. They want to know, "How fat is the tire?" At Metzeler, they prefer to talk about muscle tires—big XXL-size tires that work like motorcycle tires are supposed to. "Fat is useless without muscle. It's just good for sitting around. Muscle is what gets the job done, yes?"

It doesn't take long for you to get the message that Andreas Bronnen isn't your typical corporate mouth. A rugged Austrian, 14 years with Metzeler in Europe, he came here last fall to run his company's North American operation. A major-league rider, he finished fifth in the German national endurance road-racing championship last year before heading Stateside. He has a racer's intensity, hunger, and focus, so when he has something to say, he doesn't mince words. But underneath it all, there's an engineer's brain at work in there, as analytical as a computer.

"The single most ignored Harley performance upgrade is tires. Companies make hundreds of products for the engine, frame, paint, pipes, and chrome like crazy, but they ignore the tires. Why? Because I think hardly anybody does anything about tires except for looks. It's all show, no go. Why not get both for the same money: a tire that looks good, and that still performs. Don't you Harley people ride your motorcycles cross-country, in the rain, with passengers and bags, on choppers and customs? So why don't you have more tire choices? At Metzeler, we said it is time to change that."

Metzeler's answer to this perceived shortage of tires for the Harley faithful is a new generation of innovative Metzeler tires specifically designed for V-twins. They're all variations of the company's excellent ME880 cruiser/mileage tire, the objective being to keep things simple. Not a lot of tire models with little differences between them, they say, but one very good tire in different sizes and constructions for virtually every model, load range, and application a Harley rider could want. And, with fronts and rears that match any combination of the 22 sizes you glom onto.

Metzeler divides the tires into three groups: Basic OE-replacement; Stage One, bigger than stock, a bolt-on performance upgrade that doesn't require changing the swingarm or wheel (although some pre-2000 models may require a wide wheel kit or narrow belt); and Stage Two sizes that will probably require a new swingarm, wheel, frame, etc. for all-out show customs.

Four new "XXL" sizes for the Stage Two custom bikes really lit up the sky when they were introduced in February at the first Easyriders V-Twin Trade Expo in Cincinnati. A 180/55-18, 200/50-18, 200/60-16 and 210/50-17—the biggest 17-incher available—joined the ultra-wide 240/40-18 and 240/50-16 . But what really made them different is they're all full-blown radials. Built brand new from the ground up, all feature Metzeler's patented steel-belted radial construction and state-of-the-art segmented mold process. The tires, designed to fit wheel sizes from 5.5 to 9.5 inches, were developed from the ground up and represent "the most innovative line that Metzeler or any other tire company has ever offered the V-twin custom market." Not just because of the new range of sizes, but because Metzeler states its new radial technology results in exceptional ride comfort, cornering, handling,stability, and performance tires "that work like motorcycle tires are supposed to work...tires with muscle, not just fat."

Coming soon, probably by the time you read this, is the first ever, wide 21-inch front tire, measuring 120/70-21. It's designed to give a better visual and performance match to the ultra-wide muscle rears, and be an alternative to the classic Metzeler 80/90-21 and new 90/90-21 fronts.

Now if all this information overload is starting to fog your goggles, everything is covered in a special new four-page brochure devoted totally to Metzeler's full range of Harley/V-twin tires and covering recommended applications, wheel fitments, the whole shootin' match. Metzeler says the brochure is just more proof of the company's emphasis on Harley bikes and riders, and the first brochure of its kind from a premium tire company. It's also free (our favorite word) at participating Metzeler dealers, or ordered directly from Metzeler. Did we mention that it was free?

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4. The winner will be selected by random drawing from all entries received before 12/1/01 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2001 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

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Handling and Stability, Ride Comfort, Wet Grip, Fender Clearance...and other Benefits.

Technology and innovation are the kind of words PR guys toss around to make their companies sound important. But like all good Americans, we cut to the chase: What's in it for me? Are all these new advancements the kind of things that only make sense in a Ph.D. thesis, or do they work in the real-life scooter world? In Metzeler's case, they work. Why? First off, they have to. Metzeler is 100% a motorcycle tire company (Did you know that?). So everything these guys do, from R&D to finished product is devoted solely to motorcycle tires—another fact that separates Metzeler from other premium tire companies. And if they don't stay a step and a half in front of the technology curve, they don't stay in business. (Did you know Metzeler only makes scooter tires? And they've been doing it for over a 100 years.)

As we said, Metzeler's ME880 high-mileage/cruiser tire is the basis for all this. It's available in bias, bias belted, and radial constructions to optimize its performance over a wide range of bikes and loads. Metzeler engineers say the Marathon's specific design objective was exceptional ride comfort, mileage, stability and all-weather handling, while still providing excellent load capacity for dressers. And did we mention ride comfort? Metzeler people say they're especially proud that some of the ME880's loudest praise has come from passengers saying how comfortable and compliant the ride is.

The ME880's front tire has a rounder profile for smoother, more neutral steering. The rear, on the other hand, has a flatter profile that puts a bigger contact patch on the ground for better traction. Both feature increased tread depth for higher mileage. The clean, diagonal-cut tread pattern, with offset groove alignment and ungrooved centers, was computer-designed in Metzeler's impressive R&D facility in Munich, Germany, to deliver the benefits of low rolling noise, excellent water displacement, uniform wear, and better braking and acceleration stability.

Metzeler's steel-belted radial is so unique it's patented. It's also at the core of Andreas Bronnen's "muscle" concept of fat tires that offer more than just, well, fat. A single steel belt is wound around the tire in the direction of travel. The stability of the steel belt resists centrifugal growth, which creates a more stable contact patch, aiding traction and extending tire life. This design generates little if any of the internal heat-producing friction that occurs in other radial designs that use cross belts. Hence the Metzeler tires run cooler, giving a further benefit in allowing Metzeler to use even softer compounds for better grip, without sacrificing mileage.

This super low-profile radial version of its popular ME880 high-mileage/cruiser tire used Metzeler's patented steel-belted radial technology to give V-twin custom builders and riders the added benefits of superior handling, cornering, stability, and performance along with its ultra-wide look. The constant arc, centrifugal growth, uniform contact patch, more compliant ride, less heat; also Metzler's use of silica, exceptional quality control, and random testing of every tire—even the economy ones; the company's dedication to the U.S. market, new lower pricing, etc.

Fender clearance is one of the hottest subjects among custom builders because they're sitting back fenders right on top of the tire, so close you can hardly fit a deep breath between tire and fender. This isn't a problem when a bike is sitting still, but when tires get up to speed they grow, something called centrifugal growth. First thing you know, your tire starts eating the underside of the fender. Metzeler to the rescue. That steel-belted radial Metzeler uses in the new custom-bike tires has virtually no centrifugal growth. A couple millimeters at the most. As if all this wasn't good enough, the Metzeler people told us their suggested retail prices are lower in 2001.

There you have it, folks. Metzeler, 2001. Technology, innovation, a whole new generation of Metzeler tires developed specifically for custom Harleys. Tires with 'muscle'. "And if Harley-Davidsons aren't about 'muscle'," Mr. Bronnen concluded, "I don't know what is." *—Ricky Racer*

METZELER INTRODUCES FIRST EVERWIDE, LOW-PROFILE 21" FRONT TIRE FOR V-TWINS

120/70-21 SIZE ME880 AIMED AT HARLEY-DAVIDSONS, CUSTOMS AND CHOPPERS; DESIGNED FOR BETTER HANDLING, RIDEABILITY AND TIRE MATCH WHEN MATED WITH OVERSIZE REAR TIRES

To Metzeler, the need for its brand new, first-ever 120/70-21, low-profile 21-inch ME880 front tire is obvious:V-twin riders and custom builders have a big selection of oversize rear tire sizes to choose from—but nothing other than afew mismatched, wire-thin 21-inch front sizes to go with them. So, the German motorcycle tire company that's already shown its commitment to the V-twin market felt it had to be the one to fill the need.

In fact, Metzeler sees the ME880s 120/70-21 filling three needs: for improved rideability and handling on bikes with oversize rear tires; a better front-rear tire match-up on modern-era choppers and custom bikes; and, with new 21-inch custom wheels, a possible bolt-on front-tire alternative for Harley models like the Deuce, Softails, and Wide Glides whose riders are looking to step up or out to some bigger muscular rubber front and rear.

Compared to a standard 80/90-21 tire width of about 3.15 inches, Metzeler's new 120/70-21 is 4.7 inches wide. It also has a considerably lower 70 profile compared to "taller" 90 and 100 profiles.

"First of all, it doesn't just look better, with matching low profiles and front and rear ME880 tread patterns, it rides andhandles much better," said Metzeler's Senior North American Product Specialist, Jeff Johnston. "If you run a big rear tire and a real skinny 21-inch front, the back end can push the front and upset the balance and handling. But up till now, that was the only choice you had for a chopper or custom."

For Harley riders, Johnston said the company is working "feverishly" with wheel manufacturers to develop bolt-on conversion kits "that let you pop out the 21-inch stocker and slip in the new wider tire and wheel. Clean, simple.

"Something you can do yourself with some basic tools and knowledge ...It's another example of how focused Metzeler is on the American rider. We can devote the time and energy to unique new tires like this because, remember, Metzeler's only business is making motorcycle tires. So when our R&D people decide to focus on a new V-twin tire concept, they don't have to worry about getting distracted by orders for new car or tractor or lawn mower tires."

Metzeler also announced that it has added a 90/90-21 size to the ME880 line. (There's currently a 90/90-21 in its ME33 Laser tread pattern.)

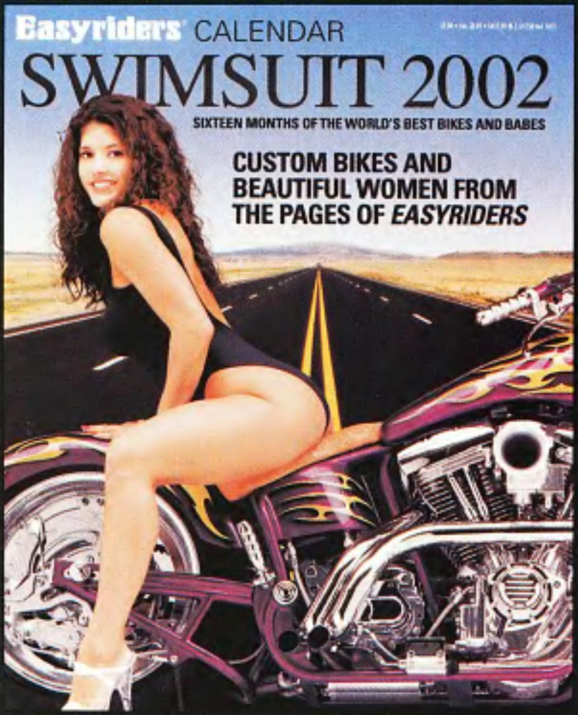
Suggested retail prices are $151.95 for the 120/70-21, and $122.95 for the 90/90-21.

The wide footprint of Metzeler's brand new 120/70-21 ME880 21-inch V-twin front tire is shown in this photo with the new 90/90-21 ME880.

Metzeler's brand new 120/70-21 ME880 V-twin 21-inch front tire shows off its wide footprint and low profile.

Take a peek into the new

2002 Easyriders Swimsuit Calendar



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Pete Fisher
Dracut, Massachusetts
2000 Low Blow

Talk about brass balls! Pete "Scoop" Fisher sure must have a set, because that's pretty much what it takes to ride this monster here. With 139 cubic inches (or 2,278 cubic centimeters, to really impress you), this Bourget-framed motor is "the biggest motor built" for V-twins, according to Scoop, who, as luck would have it, is gainfully employed by the company building these puppies, R&R Cycles in Manchester, New Hampshire. He's been their counter man for the past six or so years.

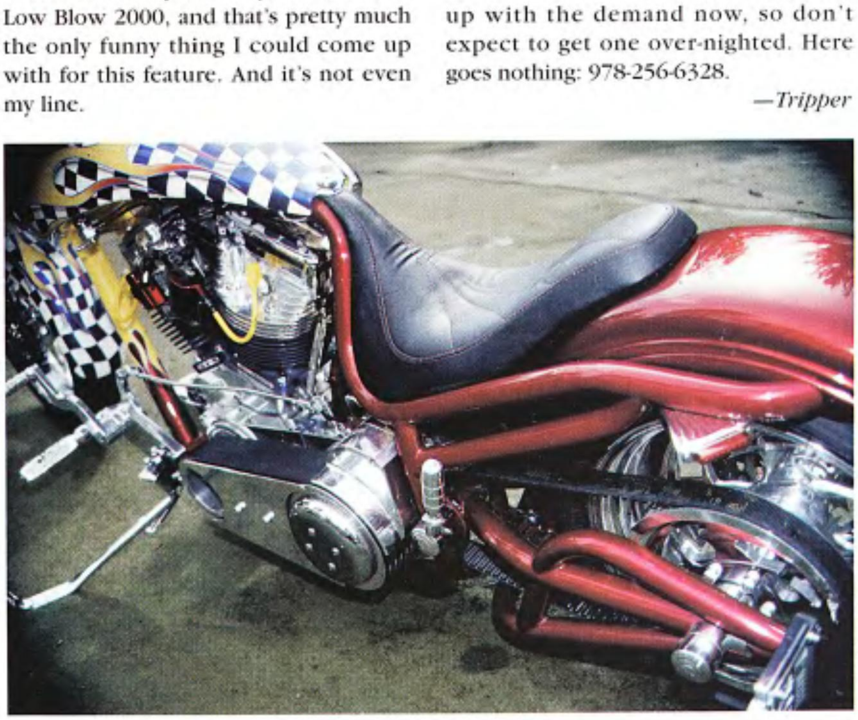
And what a motor it is: Among many other things, "its cases are specially built for R&R by Delkron, it's got external oil lines, R&R's own billet heads, a .620 cam, hydrosolid pushrods, and it's about three-quarters of an inch taller than a stock motor," Scoop says. And by the way, this giant raises a full 150 horses at approximately 5,000 rpm, "although the power band is pretty damn broad in general," Scoop adds. "We dynoed it at about 75 horses at 2,500 rpm, and from there, it just gets stronger. It is insanely fast, but insanely fun as well."

Bourget, of course, built the frame to fit after being sought out by the guys at R&R about two years ago in Sturgis. "In fact, we've built about 20 to 25 of these motors so far, and we order all of our frames specifically from Bourget," Scoop says.

The model by the way, is called the Low Blow 2000, and that's pretty much the only funny thing I could come up with for this feature. And it's not even my line.

Oh well, greased lightning gets jealous when it sees Scoop chasing along the back roads of Northern Massachusetts. And since this whole thing already reads so much like an infomercial, I might as well give you R&R's phone number, too. But be forewarned, they can hardly keep up with the demand now, so don't expect to get one over-nighted. Here goes nothing: 978-256-6328.

—Tripper



Photos: Kim Peterson

ReadersRides

Debbie Sprague
Chandler, Oklahoma
1973 Triumph

After more than 18 years as a "scriber," Debbie Sprague apparently has only one complaint, and that is that she hasn't seen "too many Triumphs and would like to see it (presumably meaning hers in particular) in something like a 'Reader's Ride' or even the 'Rat Department'."

Well, Debbie, since we don't have a Rat Department *per se*—and I assume you weren't referring to our fancy canteen here at the *Easyriders* world headquarters—we're sort of forced to run your trumpet right here in Reader's Rides, although I'm sure the rats would have a field day with it in the canteen, too. I mean that as a compliment.

Debbie seems to be a woman of very few words, because she simply sent us a lone chart by which to figure out what we're looking at, and apparently it must be our reputation here at the office that makes women not include their phone numbers for further investigation and verification.

But anyway, from this chart we can glean such facts as the following: Bill Sprague, presumably her dutiful husband, did the fabrication on this 750 Bonneville with its Mity Max ignition, 1960-something "kidney killer" frame and "Ching-a-Ding" tires (19 inches on the front, 16 in the rear).

Although Freedom Cycles in Oklahoma City did the rebuild on the motor, Bill apparently also laid on the pearl-white paint and assembled the whole thing. The lower end and the motor are pretty much stock, and about the shocks, Debbie cleverly writes, "If you pull off a spark plug wire...."

'Scuse me while I roll on the floor...Okay, I got a grip on myself again.

Let me just say, Debbie, that it's been an honor and pleasure to have written about you and your bike. I felt so intrigued, I could have written volumes about this beautifully ratty Triumph, but thanks to your keen foresight and the consequentially deliberate withholding of vital information, you managed to avert a major disaster.

—Tripper

Photos: owner

John Wayne
Ventura, California
1959 Panhead

"Follow me, boys! We'll head 'em off at the pass!" You've probably seen that scene and heard those immortal words many times, regardless of whether John was playing a hard-assed cowboy or an even harder-assed Green Beret. But you've probably never heard him say it while riding a Harley.

But then, we're talking about a whole different John Wayne here, one who doesn't head off unsuspecting victims at passes. Instead, this John likes to peacefully putt around his neighborhood in Ventura, California, or even take his '59 panhead, sitting in a '69 swingarm frame, on cross-country rides.

"She's definitely a rider," he says of his almost daily means of transportation. Outfitted with a 74-cubic-inch panhead motor rebuilt by Warren Gilden, a B grind cam, and all of it housed in a set of STD cases, John's iron stallion could easily outpace a lesser horse.

"I bought her back in '83," John says of his true love, "when she was basically a knuckle-dragging rat bike, and then, about three years ago or so, I just started rebuilding her practically from the ground up." Some of the help came from folks like Bill Bradley, who so masterfully splashed the complex paint scheme on the bike: black on black sounds simple, but.... And then there are the guys at Valley Plating, where some of the parts received an utterly blinding chrome job.

But as we know, chrome don't get you home, and John did his utmost to ensure dependability and hardiness in his steed. However, he's not at all keen to take all the credit, even though he did most of the work. "Yes, I've worked hard to make her a show bike," he says, "but I also need to thank my family and friends for all their time and effort." And maybe his mom for having such a terrific sense of humor? "Yeah, I had to ask her a few times if she named me that as a joke," John admits.

So, if you ever see a guy on a shiny, black Harley heading 'em off at a pass and yodeling...no, wait, that's a different cowboy. Never mind —*Tripper*

Photos: owner

ReadersRides

Taffi Rose
Royalton, Illinois
1955 Panhead

Taffi, baby, how could you do this to me…I mean, us, the readers? You send us some pictures of a nice looking pan, and then you strip down to your teeny-weeny bikini and take it between your legs—the panhead, that is— making me…I mean, us, the readers, wish I was a stitch on that dewy, hardened seat under that oh so rigid frame. You attach a letter, indicating how you're so proud of your husband (that really hurt!) for building such a fine '55 pan. "I told him that if he built it, I would pose on it for him. Well, the bike looks great!"

What bike? Oh yeah, the panhead.

You say, "There's a long history behind this motorcycle, but only one word comes to mind when describing it. Franko."

It sure looks like a great behind, but frankly, Franko wouldn't be the word coming to my mind.

"If this should make it to print, I'll tell you about it." You can tell us anything you like, just make sure you're wearing that stitch of a bikini when you do.

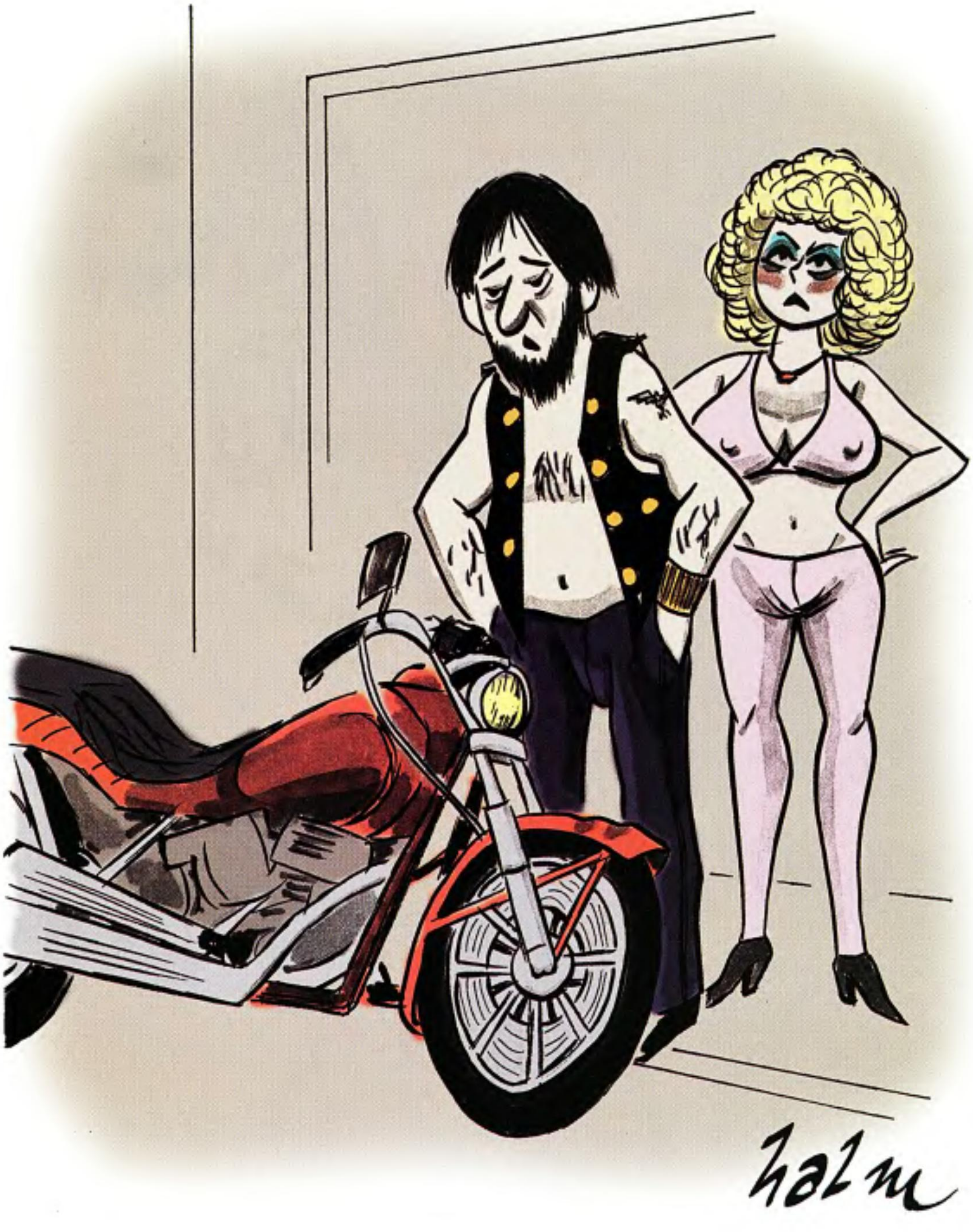
"Anyway, I'm real proud of my man for building a bike so sharp and a real classic to boot, so I thought you might have room somewhere in an upcoming issue to run a couple of pictures of his hog for me, him, and in memory of Franko, my dad. I know he'd be proud."

Your man? Your dad? Taffi, what are you talking about? This is me, Tripper here, close to tears because you didn't even include your phone number for me to call you and ask you out…I mean ask you pertinent questions about this beautiful, curvaceous, sensuous, sinewy, extremely attractive, fine-assed, uh…panhead.

Do you think you could send us some more pictures? No, the panhead's not really necessary. I'm a trained stunt man, I could take its place.

—Tripper

Photos: owner



"Sorry Doris, but I made up my mind. The bike is a lot lower maintenance than you."

Not too long ago, Harley came to the realization that there was a pretty large market for a factory custom, based on the fact that so many riders were immediately adding things like more displacement and lots of Screamin' Eagle goodies to their bikes just about as soon as they brought 'em back in for the first service. The downside being that your brand-new bike was laid up in the shop for anywhere from a few days to a few weeks depending on a variety of factors. To respond to this supply-and-demand situation, Harley created their CVO department, or Custom Vehicle Operations, and started introducing limited edition versions of some of their most popular models.

Based on the immediate success of the very limited-edition FXRs, produced a couple of years ago, Harley has continued to unleash limited new models for the masses that come fully equipped with some pretty trick embellishments, saving the hassle of downtime due to a little personalization.

For 2002, Harley chose the ever-popular Road King to customize, adding lots of features from the SE catalog, as well as adding some pieces that really set this bike apart.

As soon as you throw a leg over this beauty you begin to see and feel the differences. A leather and stingray perch welcomes your butt and from the seat you look out over a detachable, smoked shorty wind deflector and a newly designed art deco-style dash that is complimented by a minitach mounted to the riser cover which clamps onto beefy1.25-inch, chromed handlebars (with internal wiring). While the wind deflector looks cool, we found that it seemed to add turbulence at speed, rather than prevent it, so off it came.

The rubber-mounted 95-incher made the miles fly by as we put it through the paces on both the freeways of SoCal and the nearby twisty canyon roads where we found that the bike had plenty of cornering clearance and an abundance of torque.

A Road King Served Up Hot

NO NEED FOR A LA CARTE

The saddlebags proved roomy enough for extra riding gear for chilly nights and our tripod even fit, making life a little easier for us photojournalist-types.

Visually, the bike has as much to offer, especially in the performance end. Our test bike came with the purple radical base coat with hand-shadowed silver flames and the bike is also available in candy brandywine, again with the tasty flame job (as seen in *Easyriders* No.339). There's lots of subtle touches as well...things like clear-coated, braided control cables, chromed Screamin' Eagle timing and primary inspection covers and even the forks are completely chrome plated. This really stands out since the SE Road King comes sans spot lamps, which cleans up the look of the front end.

But what really matters is that the bike is functional and fun. It got lots of heads turning but what felt best was when those polished-spun-aluminum wheels were rollin' down the road. Take one of these beauties for a test ride—you may have just found your next bike. But don't wait too long, since there's only going to be 2,400 of these available. Oh, and the little chrome emblem on the rear fender that says 1550 (as in cubic inches)—pure class all the way.

—Van Dyke

MOTOR
HARLEY-DAVIDSON
CYCLES
Screamin' Eagle

General

Manufacturer: ......Harley-Davidson
Year: 2002
Model: ..FLHRSEI Screamin' Eagle Road King
Price: ......$24,995.
Dry weight: ......710 pounds
Seat height: ......26 inches
Ground clearance: ......5.1 inches

Engine

Year/Model: ......'02 Twin Cam with Screamin' Eagle Stage II Kit
Displacement: ......1550 cc
Compression Ratio: 10:1
Fuel delivery: ......fuel injection
Exhaust: ..Screamin' Eagle mufflers

Transmission

Primary: ......double-row chain

Special accessories: ....1 1/4 inch handlebars, billet timer, derby and air cleaner covers, chrome fork sliders, bullet-style turn signals, billet mirrors, chrome footboards, shifter and brake pedal, saddlebag liners, H-D Security System

Wheelbase: ......63.5 inches

Other Features: ..detachable wind deflector, rider and passenger backrest

Seat: ......stingray insert
Instruments: ......electronic speedometer with odometer and resettable trip meter, fuel gauge, low fuel light, oil pressure indicator, engine diagnostic light

Wheels

Front

Type: ......Harley solid rim
Size: ......16 inch
Brake: ......four piston dual disc
Tire: ......Dunlop

Rear

Type: ......H-D solid rim
Size: ......16 inch
Brake: ......four piston disc
Tire: ......Dunlop

Photos: ......Ken Ross

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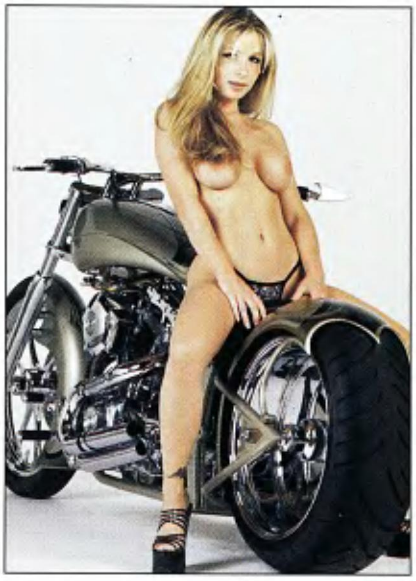
ComingAtYa

The December issue of *Easyriders* (#342) decks the halls with our biggest and best Sturgis Rally coverage ever, including a Sturgis Scrapbook of all the party action, and all the Hot Sturgis Industry News on new models, gadgets and gear! You'll find our annual Toy Run Guide as well as our Holiday Gift Guide with lots of goodies for under your tree.

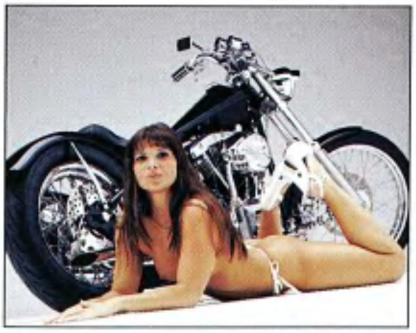
We'll check out Indian's cross-country 100th Birthday Bash, thrill to a white-knuckle ride down under at the Australian Harley verses Indian Antique Races, and ride out to the San Luis Obispo Toy Run and Rip's BAD Ride.

There's a stocking full of rad rides, a Guide to Badass Brakes, and we'll build Chrome Specialties' Pimp Daddy Kit Bike. All this plus a sexy stable of Santa's helpers. *On sale October 30th.*



The November 2001 issue of *V-Twin* offers you 11 great bike features (including a look at Harley's new liquid-cooled road rocket, the V-Rod) and some pretty tasty tighties to show them off. We'll take you to the Loudon Classic for all the racing and partying action as well as Palm Springs Bike Week and also give ya the death-defying facts about the mysterious 200 MPH Club. It's also our College Girl Round-up issue where we, uh... round up some college girls. Meet Canadian Master Builder Mitch Bergeron, check out Kit Bikes that come ready to roar, and get the latest on the coolest products, cycle fashions and custom goodies for you and your ride. It's all in the titillating November '01 issue of *V-Twin* magazine It's better than mashed tators and gravy...almost. *On sale October 2nd*

The November issue of *BIKER* features Daytona shots of Carman, coverage of Myrtle Beach and Run For The Wall, a knucklehead, a panhead and an awesome 900cc Sportster. *On sale September 18.*



December's issue of *In The Wind* (#107) has its saddlebags filled with gobs of photos, focusing its lens on Li'l Bit with Paul Stoner's shovel, the Laconia Rally, and Rolling Thunder XIV. *On sale now!*

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JANUARY 26th

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FEBRUARY 2nd

MEMPHIS, TN
FEBRUARY 9th

COLUMBUS, OH
FEBRUARY 15th-17th

DALLAS, TX
APRIL 6th

KANSAS CITY, MO
APRIL 13th

Check the next issue for additional information

TATTOO GALLERY

Featuring:

- ☆ Local Artists
- ☆ Piercing Jewelry
- ☆ Flash Artwork

Easyriders BIKE SHOW COMPETITION

The Largest Bike Show Competition in the World

- ★ Over 100 bikes competing at each event
- ★ 44 Trophies awarded in all at each event
- ★ Over $5,000 awarded at each event

All best of show winners advance to the Invitational bike show to compete for over $25,000 in cash & prizes.

For more information or to enter your bike call (800) 962-9857 Exhibitors call (866) 237-4337

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